

VOLUME 8  
8 APRIL 1895-27 MAY 1896

*Albion*

# LOG BOOK

OF THE

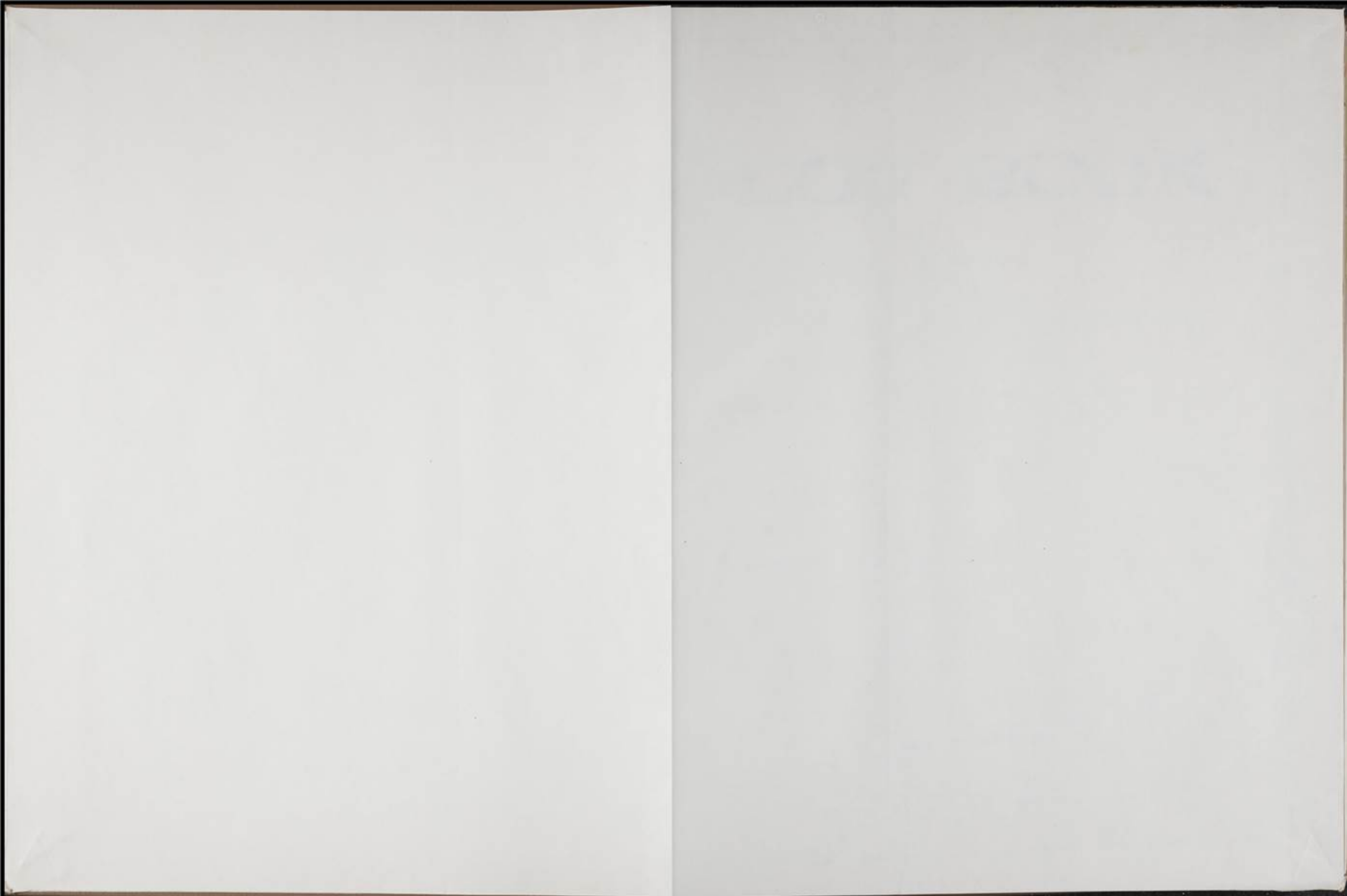
From the Port of *Liverpool*

To *New Zealand and Wellington*

Commencing *April*

Ending *1895*





# LOG BOOK

OF THE

*"Enterprise" of Southampton.*

From the Port of

*Liverpool*

To

*New Zealand. (Wellington & Dunedin)*

Commencing

*Monday April 8<sup>th</sup>*

Ending

LONDON, E.C. :

NORIE & WILSON,

PUBLISHERS OF CHARTS AND NAUTICAL WORKS,

Navigation Warehouse and Nautical Academy,

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CARGO, WAGES AND STORES BOOKS, AND SHIPS' STATIONERY.



LOG of the *Enterprise*  
 From *Liverpool* Towards *Wellington*.

CHIEF OFFICER'S LOG.

|    | Distance Run. |         | WINDS—see Forecast |       | Sail Set | Lee Way | Barometer | Temperature Air | Temperature Water | Deviation | REMARKS &c.                              |
|----|---------------|---------|--------------------|-------|----------|---------|-----------|-----------------|-------------------|-----------|------------------------------------------|
|    | Knots         | Fathoms | Direction          | Force |          |         |           |                 |                   |           |                                          |
| 8. |               |         |                    |       |          |         |           |                 |                   |           | Monday April 8 <sup>th</sup> 1895.       |
| 1  |               |         |                    |       |          |         |           |                 |                   |           | 6 am Unmoored from West                  |
| 2  |               |         |                    |       |          |         |           |                 |                   |           | Wakeloo dock, & made fast in R. S.       |
| 3  |               |         |                    |       |          |         |           |                 |                   |           | preparatory for leaving at tide time.    |
| 4  |               |         |                    |       |          |         |           |                 |                   |           | 10.15 Hauled out of Rain & proceeded     |
| 5  |               |         |                    |       |          |         |           |                 |                   |           | in tow of tug Brilliant Star toward      |
| 6  |               |         |                    |       |          |         |           |                 |                   |           | the Ponder Mayesian Ground where         |
| 7  |               |         |                    |       |          |         |           |                 |                   |           | the tug hung us until we completed       |
| 8  |               |         |                    |       |          |         |           |                 |                   |           | taking in Gunpowder. finished at 11.     |
| 9  |               |         |                    |       |          |         |           |                 |                   |           | & proceeded in tow down the river in     |
| 10 |               |         |                    |       |          |         |           |                 |                   |           | charge of Lieut Pilot. 2.30 landed Pilot |
| 11 |               |         |                    |       |          |         |           |                 |                   |           | at Bar Lightship. 4.45 Passed N. W.      |
| 12 |               |         |                    |       |          |         |           |                 |                   |           | Lightship, 9.15 Got at Ormer 11.45 ahead |
| 1  |               |         |                    |       |          |         |           |                 |                   |           | Deaving 8 1/2 M. 5 miles. Blowing fresh  |
| 2  |               |         |                    |       |          |         |           |                 |                   |           | from S.W. 3.30 let go tug of Star        |
| 3  |               |         |                    |       |          |         |           |                 |                   |           | & stood off on Port Tack under topsails  |
| 4  |               |         |                    |       |          |         |           |                 |                   |           | & courses & staysails & jibs.            |
| 5  |               |         |                    |       |          |         |           |                 |                   |           | Tuesday April 9 <sup>th</sup>            |
| 6  |               |         |                    |       |          |         |           |                 |                   |           | standing off on Port Tack all night      |
| 7  |               |         |                    |       |          |         |           |                 |                   |           | making about N.W. & N. course by Star    |
| 8  |               |         |                    |       |          |         |           |                 |                   |           | When discovered two storages             |
| 9  |               |         |                    |       |          |         |           |                 |                   |           | & signalled a Steam Trawler named        |
| 10 |               |         |                    |       |          |         |           |                 |                   |           | Mauphi, Hove the ship too & put her      |
| 11 |               |         |                    |       |          |         |           |                 |                   |           | on board the Mauphi, being at the time   |
| 12 |               |         |                    |       |          |         |           |                 |                   |           | off Droykeda, 10 miles.                  |

BEARING & DISTANCE AT NOON

| SE. | DISTANCE | Difference Latitude | Departure | Latitude by Account | Latitude Observed | Difference in Longitude | Longitude by Account | Longitude by Chronometer | Longitude Observed | Variation | Distance Run per Patent Log |
|-----|----------|---------------------|-----------|---------------------|-------------------|-------------------------|----------------------|--------------------------|--------------------|-----------|-----------------------------|
|     |          |                     |           |                     |                   |                         |                      |                          |                    |           |                             |

ON THE LOOK-OUT

NAME

LANTERNS HUNG OUT

To

All Light Lookouts & Patrols  
 Strictly attended to.

G. Richardson

Mate.

Master

## CHIEF OFFICER'S LOG

| Hrs | Exp. Run<br>Course | Distance Run. |         | WINDS—see Formula. |        | Sail<br>Set. | Lee<br>Way | Barometer | Temperature<br>Air. | Temperature<br>Water. | Deviation | REMARKS, &c.                                                                                                       |
|-----|--------------------|---------------|---------|--------------------|--------|--------------|------------|-----------|---------------------|-----------------------|-----------|--------------------------------------------------------------------------------------------------------------------|
|     |                    | Knots         | Fathoms | Direction.         | Force. |              |            |           |                     |                       |           |                                                                                                                    |
|     |                    |               |         |                    |        |              |            |           |                     |                       |           | Wednesday April 10 <sup>th</sup> 1895.                                                                             |
| 1   | NW 1/4 N           | 4             |         | SE 1/4 E           | 6      |              |            | 29.60     |                     |                       |           | This day begins fresh breeze from S 1/4 W to SW & WNW. unsteady in direction, sea moderate, sky cloudy & overcast. |
| 2   |                    | 5             |         |                    |        |              |            |           |                     |                       |           |                                                                                                                    |
| 3   |                    | 6             |         |                    |        |              |            |           |                     |                       |           |                                                                                                                    |
| 4   | SE 1/4 E           | 6             |         |                    |        |              |            |           |                     |                       |           |                                                                                                                    |
| 5   |                    | 6             |         |                    |        |              |            |           |                     |                       |           |                                                                                                                    |
| 6   |                    | 6             |         |                    |        |              |            |           |                     |                       |           | People variously employed.                                                                                         |
| 7   | SE 1/4 E           | 5             |         |                    |        |              |            |           |                     |                       |           | clearing merrills & other sundries.                                                                                |
| 8   |                    | 5             |         |                    |        |              |            |           |                     |                       |           | Wind increasing to a gale short-                                                                                   |
| 9   |                    | 4             |         |                    |        |              |            | 29.50     |                     |                       |           | ened canvas, handed topgallant.                                                                                    |
| 10  |                    | 4             |         |                    |        |              |            |           |                     |                       |           | at dawn foggy, lookouts kept                                                                                       |
| 11  |                    | 4             |         |                    |        |              |            |           |                     |                       |           | going & fog horn sounded at intervals                                                                              |
| 12  |                    | 4             |         |                    |        |              |            |           |                     |                       |           | of 1 to 2 minutes.                                                                                                 |
| 1   | NW 1/4 N           | 4             |         | SE 1/4 E           | 8      |              |            | 29.50     |                     |                       |           | Point wore ship to Northward & West.                                                                               |
| 2   |                    | 4             |         |                    |        |              |            |           |                     |                       |           | Senior light bearing to W 1/4 S 10°.                                                                               |
| 3   |                    | 4             |         |                    |        |              |            |           |                     |                       |           |                                                                                                                    |
| 4   |                    | 4             |         |                    |        |              |            |           |                     |                       |           | Blowing very fierce, sea short                                                                                     |
| 5   |                    | 3             |         |                    |        |              |            |           |                     |                       |           | & confused, vessels plunging & labrining                                                                           |
| 6   |                    | 3             |         |                    |        |              |            | 29.40     |                     |                       |           | violently & at intervals letting heavy                                                                             |
| 7   |                    | 3             |         |                    |        |              |            |           |                     |                       |           | quantity of water on board.                                                                                        |
| 8   | SE 1/4 E           | 3             |         | W 1/4 S            | 8      |              |            |           |                     |                       |           | 8 am wore ship to S & Westward                                                                                     |
| 9   |                    | 2             |         |                    |        |              |            | 29.40     |                     |                       |           | wind drawing more westerly.                                                                                        |
| 10  |                    | 2             |         |                    |        |              |            |           |                     |                       |           |                                                                                                                    |
| 11  |                    | 2             |         |                    |        |              |            |           |                     |                       |           | All light lookouts pumps &c                                                                                        |
| 12  | SE 1/4 E           | 2             |         | W 1/4 S            | 8      |              |            |           |                     |                       |           | strictly attended to.                                                                                              |

BEARING &amp; DISTANCE AT NOON

| COURSE   | DISTANCE | Difference Latitude | Departure | Latitude by Account | Latitude Observed | Difference of Longitude | Longitude by Account | Longitude by Chronometer | Longitude Observed | Variation | Distance Run per Patent Log |
|----------|----------|---------------------|-----------|---------------------|-------------------|-------------------------|----------------------|--------------------------|--------------------|-----------|-----------------------------|
| SE 1/4 E | 62       | 4.15                | 1.4       | 52.4                | 52.5              | 28                      | 4.53                 | 4.57                     | 4.47               | 21.4      |                             |

ON THE LOOK-OUT

| From | To | NAME    | From | To | LANTERNS HUNG OUT |
|------|----|---------|------|----|-------------------|
| 6    | 8  | Maynard | 6    | 8  | Janet             |
| 8    | 10 | Neil    |      |    | Janice            |
| 10   | 12 | Long    |      |    |                   |
| 12   | 2  | Abraham |      |    |                   |
| 2    | 4  | flr     |      |    |                   |
| 4    | 6  | Pollock |      |    |                   |

J. Richmond

Mate.

Master.

## CHIEF OFFICER'S LOG.

| Hrs | Exp. Run<br>Course | Distance Run. |         | WINDS—see Formula. |        | Sail<br>Set. | Lee<br>Way | Barometer | Temperature<br>Air. | Temperature<br>Water. | Deviation | REMARKS, &c.                              |
|-----|--------------------|---------------|---------|--------------------|--------|--------------|------------|-----------|---------------------|-----------------------|-----------|-------------------------------------------|
|     |                    | Knots         | Fathoms | Direction.         | Force. |              |            |           |                     |                       |           |                                           |
|     |                    |               |         |                    |        |              |            |           |                     |                       |           | Thursday April 11 <sup>th</sup> 1895.     |
| 1   | SE 1/4 E           | 3             |         | N 1/4 W            | 3      |              |            | 29.40     |                     |                       |           | This day begins with light baffling       |
| 2   |                    | 3             |         |                    |        |              |            |           |                     |                       |           | wind from W to S. weather very            |
| 3   |                    | 3             |         |                    |        |              |            |           |                     |                       |           | fine sky clear light breeze moving        |
| 4   |                    | 3             |         |                    |        |              |            |           |                     |                       |           | from the Northward, sea smooth.           |
| 5   | SE 1/4 E           | 2             |         | SW                 | 2      |              |            |           |                     |                       |           | People variously employed.                |
| 6   |                    | 2             |         |                    |        |              |            |           |                     |                       |           | I looked ship to N 1/4 W. South Star      |
| 7   |                    | 2             |         |                    |        |              |            |           |                     |                       |           | light bearing E 1/4 N 14 miles.           |
| 8   |                    | 2             |         |                    |        |              |            |           |                     |                       |           |                                           |
| 9   | NW 1/4 N           | 1             |         | N 1/4 W            | 1      |              |            |           |                     |                       |           | Wind continuing light & baffling          |
| 10  |                    | 1             |         |                    |        |              |            |           |                     |                       |           |                                           |
| 11  |                    | 1             |         |                    |        |              |            |           |                     |                       |           |                                           |
| 12  |                    | 1             |         |                    |        |              |            |           |                     |                       |           | Barometer bearing ship 10 miles           |
| 1   | SE 1/4 E           | 2             |         | W 1/4 S            | 2      |              |            | 29.40     |                     |                       |           | Packed ship to the Southward              |
| 2   |                    | 2             |         |                    |        |              |            |           |                     |                       |           | Garret at his trade.                      |
| 3   |                    | 2             |         |                    |        |              |            |           |                     |                       |           |                                           |
| 4   |                    | 2             |         |                    |        |              |            |           |                     |                       |           | Wind light & unsteady, glass 59°          |
| 5   |                    | 3             |         |                    |        |              |            |           |                     |                       |           |                                           |
| 6   |                    | 3             |         |                    |        |              |            |           |                     |                       |           |                                           |
| 7   | NW 1/4 N           | 3             |         | N 1/4 W            | 3      |              |            | 29.40     |                     |                       |           | Packed to NW by accident ship             |
| 8   |                    | 3             |         |                    |        |              |            |           |                     |                       |           | Lock Vennacher bound from Glasgow         |
| 9   |                    | 2             |         |                    |        |              |            |           |                     |                       |           | to Melbourne, several other vessels in C. |
| 10  |                    | 2             |         |                    |        |              |            |           |                     |                       |           | Packed ship to S 1/4 E, Barometer bearing |
| 11  | SE 1/4 E           | 2             |         |                    |        |              |            |           |                     |                       |           | ship 20 miles. All lights lookouts, pumps |
| 12  |                    | 2             |         |                    |        |              |            |           |                     |                       |           | & V. Matilator & strictly attended to.    |

BEARING &amp; DISTANCE AT NOON

| SE       | DISTANCE | Difference Latitude | Departure | Latitude by Account | Latitude Observed | Difference of Longitude | Longitude by Account | Longitude by Chronometer | Longitude Observed | Variation | Distance Run per Patent Log |
|----------|----------|---------------------|-----------|---------------------|-------------------|-------------------------|----------------------|--------------------------|--------------------|-----------|-----------------------------|
| SE 1/4 E | 62       | 4.15                | 1.4       | 52.4                | 52.5              | 28                      | 4.53                 | 4.57                     | 4.47               | 21.4      |                             |

ON THE LOOK-OUT

| From | To | NAME    | From | To | LANTERNS HUNG OUT |
|------|----|---------|------|----|-------------------|
| 6    | 8  | Neil    | 6    | 8  | Janet             |
| 8    | 10 | Maynard |      |    | Janice            |
| 10   | 12 | Long    |      |    |                   |
| 12   | 2  | Abraham |      |    |                   |
| 2    | 4  | flr     |      |    |                   |
| 4    | 6  | Pollock |      |    |                   |

J. Richmond

Mate.

Master.

LOG of the

Ship *Enterprise*  
From *Liverpool*Towards *Wellington.*

## CHIEF OFFICER'S LOG

| Hrs | Hour | Distance Run | WINDS—see Formula | Direction | Force | Sail Set | Lee Way | Barometer | Temperature Air | Temperature Water | Deviation | REMARKS, &c.                           |
|-----|------|--------------|-------------------|-----------|-------|----------|---------|-----------|-----------------|-------------------|-----------|----------------------------------------|
|     |      |              |                   |           |       |          |         |           |                 |                   |           | Friday April 12 1895.                  |
| 1   | NW   | 2            | 1/2               | Northerly | 2     |          |         |           |                 |                   |           | This day begins with light             |
| 2   |      | 2            | 1/2               |           |       |          |         |           |                 |                   |           | buffing air                            |
| 3   |      | 2            | 1/2               |           |       |          |         |           |                 |                   |           |                                        |
| 4   |      | 2            | 1/2               |           |       |          |         |           |                 |                   |           |                                        |
| 5   | SW   | 3            | 1/2               | WNW       |       |          |         |           |                 |                   |           | Lashed ship to part. wind              |
| 6   |      | 3            | 1/2               |           |       |          |         |           |                 |                   |           | gradually drawing northerly?           |
| 7   |      | 3            | 1/2               |           |       |          |         |           |                 |                   |           | gradually freshening                   |
| 8   |      | 3            | 1/2               |           |       |          |         |           |                 |                   |           |                                        |
| 9   |      | 3            | 1/2               | NW        | 3     |          |         |           |                 |                   |           | Hickton N. Light abeam Bearing         |
| 10  |      | 4            | 1/2               |           |       |          |         |           |                 |                   |           | NW 20 miles                            |
| 11  |      | 4            | 1/2               |           |       |          |         |           |                 |                   |           | People variously employed              |
| 12  |      | 4            | 1/2               |           |       |          |         |           |                 |                   |           | Sent up all Royal Yards & set          |
|     |      |              |                   |           |       |          |         |           |                 |                   |           | Sail thro'.                            |
| 1   | SW   | 1            | 1/2               | Northerly |       |          |         |           |                 |                   |           | S. Ordley abeam Bearing NW 17.         |
| 2   |      | 1            | 1/2               |           | 3     |          |         |           |                 |                   |           |                                        |
| 3   |      | 1            | 1/2               |           |       |          |         |           |                 |                   |           | Blackwater Band Light abeam            |
| 4   |      | 1            | 1/2               |           |       |          |         |           |                 |                   |           | Bearing NW 8 miles.                    |
| 5   | SW   | 1            | 1/2               |           |       |          |         |           |                 |                   |           | Quaker abeam Bearing NW 11             |
| 6   |      | 1            | 1/2               |           |       |          |         |           |                 |                   |           | 9 miles                                |
| 7   |      | 1            | 1/2               |           |       |          |         |           |                 |                   |           |                                        |
| 8   |      | 1            | 1/2               |           |       |          |         |           |                 |                   |           | Wind moderate. Unsteady in force       |
| 9   |      | 1            | 1/2               |           |       |          |         |           |                 |                   |           | & direction, clear & very fine         |
| 10  |      | 1            | 1/2               |           |       |          |         |           |                 |                   |           | All light lookouts pumped & ventilated |
| 11  |      | 1            | 1/2               |           |       |          |         |           |                 |                   |           | or strictly attended to.               |
| 12  |      | 1            | 1/2               |           |       |          |         |           |                 |                   |           |                                        |

BEARING &amp; DISTANCE AT NOON

| COURSE | DISTANCE | Difference Latitude | Departure | Latitude by Account | Latitude Observed | Difference of Longitude | Longitude by Account | Longitude by Chronometer | Longitude Observed | Variation | Distance Run per Patent Log |
|--------|----------|---------------------|-----------|---------------------|-------------------|-------------------------|----------------------|--------------------------|--------------------|-----------|-----------------------------|
| SW     | 84       | 64                  | 60        | 51.48               | 51.40             | 90                      | 6.40                 | 6.35                     | 6.35               | 55 N      |                             |

ON THE LOOK-OUT

| From | To |
|------|----|
| 6    | 8  |
| 8    | 10 |
| 10   | 12 |
| 12   | 2  |
| 2    | 4  |
| 4    | 6  |

NAME

Magnus  
Lawson  
Herman  
H  
Long  
Klein

LANTERNS HUNG OUT

From Sunset To Sunrise

J Richmond

Mate.

Master.

LOG of the

Ship *Enterprise*  
From *Liverpool*Towards *Wellington.*

## CHIEF OFFICER'S LOG.

| Hour | Hour | Distance Run | WINDS—see Formula | Direction | Force | Sail Set | Lee Way | Barometer | Temperature Air | Temperature Water | Deviation | REMARKS, &c.                       |
|------|------|--------------|-------------------|-----------|-------|----------|---------|-----------|-----------------|-------------------|-----------|------------------------------------|
|      |      |              |                   |           |       |          |         |           |                 |                   |           | Saturday April 13 1895.            |
|      | SW   | 4            | 1/2               | N.E.      | 4     |          |         |           |                 |                   |           | This day begins with moderate      |
|      |      | 4            | 1/2               |           |       |          |         |           |                 |                   |           | W. wind rather unsteady            |
|      |      | 4            | 1/2               |           |       |          |         |           |                 |                   |           | in force & direction. Sky          |
|      |      | 4            | 1/2               |           |       |          |         |           |                 |                   |           | clear sea smooth weather fine      |
|      |      | 4            | 1/2               |           |       |          |         |           |                 |                   |           | light gun-shots from the E.        |
|      | SW   | 4            | 1/2               | North     |       |          |         |           |                 |                   |           | People variously employed chasing  |
|      |      | 4            | 1/2               |           |       |          |         |           |                 |                   |           | Drar 1.5. Boat 4.45. Gross 5.45.   |
|      |      | 4            | 1/2               |           |       |          |         |           |                 |                   |           |                                    |
|      |      | 4            | 1/2               |           |       |          |         |           |                 |                   |           |                                    |
|      |      | 4            | 1/2               |           |       |          |         |           |                 |                   |           | Wind continued moderate breeze     |
|      |      | 4            | 1/2               |           |       |          |         |           |                 |                   |           | clear weather—Sunset from SE.      |
|      | SW   | 4            | 1/2               | Eastly    |       |          |         |           |                 |                   |           | Capitan at his table. Order down   |
|      |      | 4            | 1/2               |           |       |          |         |           |                 |                   |           | all William Winchester. Stormy sea |
|      |      | 4            | 1/2               |           |       |          |         |           |                 |                   |           | Dark—forecastle, &c. thoroughly    |
|      |      | 4            | 1/2               |           |       |          |         |           |                 |                   |           | washed out.                        |
|      |      | 4            | 1/2               |           |       |          |         |           |                 |                   |           | Several vessels passed homeward    |
|      |      | 4            | 1/2               |           |       |          |         |           |                 |                   |           | bound—names unknown.               |
|      |      | 4            | 1/2               |           |       |          |         |           |                 |                   |           |                                    |
|      |      | 4            | 1/2               |           |       |          |         |           |                 |                   |           | All lights lookouts pumped &       |
|      |      | 4            | 1/2               |           |       |          |         |           |                 |                   |           | ventilation strictly attended to   |
|      |      | 4            | 1/2               |           |       |          |         |           |                 |                   |           | Wind gradually freshening.         |

BEARING &amp; DISTANCE AT NOON

| COURSE | DISTANCE | Difference Latitude | Departure | Latitude by Account | Latitude Observed | Difference of Longitude | Longitude by Account | Longitude by Chronometer | Longitude Observed | Variation | Distance Run per Patent Log |
|--------|----------|---------------------|-----------|---------------------|-------------------|-------------------------|----------------------|--------------------------|--------------------|-----------|-----------------------------|
| SW     | 98       | 86                  | 4 1/2     | 50.15               | 50.14             | 95                      | 7.17                 | 7.50                     | 7.50               | 55 N      |                             |

ON THE LOOK-OUT

| From | To |
|------|----|
| 6    | 8  |
| 8    | 10 |
| 10   | 12 |
| 12   | 2  |
| 2    | 4  |
| 4    | 6  |

NAME

Lawson  
Magnus  
Herman  
Long  
H  
Johnston

LANTERNS HUNG OUT

From Sunset To Sunrise

J Richmond

Mate.

Master.

LOG of the Ship *Enterprise*  
From *L'pool*Towards *Wellington*

## CHIEF OFFICER'S LOG

| Hrs | Course     | Distance Run |         | WINDS—see Formula |       |  |  | Sail Set | Lee Way | Barometer | Temperature Air | Temperature Water | Deviation | REMARKS, &c.                        |
|-----|------------|--------------|---------|-------------------|-------|--|--|----------|---------|-----------|-----------------|-------------------|-----------|-------------------------------------|
|     |            | Knots        | Fathoms | Direction         | Force |  |  |          |         |           |                 |                   |           |                                     |
| 1   | SW by W 10 |              |         | SE by E 9         |       |  |  |          |         |           |                 |                   |           | Sunday April 14 <sup>th</sup> 1895. |
| 2   | " 10       |              |         | "                 |       |  |  |          |         |           |                 |                   |           | This day begins with moderate       |
| 3   | " 10       |              |         | "                 |       |  |  |          |         |           |                 |                   |           | SE gale clear sea short &           |
| 4   | " 10       |              |         | "                 |       |  |  |          |         |           |                 |                   |           | confused, vessel taking heavy       |
| 5   | " 10       |              |         | "                 |       |  |  |          |         |           |                 |                   |           | water on board at times             |
| 6   | " 10       |              |         | "                 |       |  |  |          |         |           |                 |                   |           | gumulus clouds travelling rapidly   |
| 7   | " 10       |              |         | "                 |       |  |  |          |         |           |                 |                   |           | from SE. all small canvas           |
| 8   | " 10       |              |         | "                 |       |  |  |          |         |           |                 |                   |           | stowed.                             |
| 9   | " 10       |              |         | "                 |       |  |  |          |         |           |                 |                   |           | Sunday Respected.                   |
| 10  | " 10       |              |         | "                 |       |  |  |          |         |           |                 |                   |           |                                     |
| 11  | " 10       |              |         | "                 |       |  |  |          |         |           |                 |                   |           |                                     |
| 12  | " 10       |              |         | "                 |       |  |  |          |         |           |                 |                   |           |                                     |
| 1   | SW by W 10 |              |         | SE by E 9         |       |  |  |          |         |           |                 |                   |           | Mid-continued strong steady         |
| 2   | " 10       |              |         | "                 |       |  |  |          |         |           |                 |                   |           | gale, & high sea, short & confused  |
| 3   | " 10       |              |         | "                 |       |  |  |          |         |           |                 |                   |           | sky becoming cloudier & overcast    |
| 4   | " 10       |              |         | "                 |       |  |  |          |         |           |                 |                   |           | indications of rain.                |
| 5   | " 10       |              |         | "                 |       |  |  |          |         |           |                 |                   |           |                                     |
| 6   | " 10       |              |         | "                 |       |  |  |          |         |           |                 |                   |           |                                     |
| 7   | " 10       |              |         | "                 |       |  |  |          |         |           |                 |                   |           | Continued as above throughout       |
| 8   | " 10       |              |         | "                 |       |  |  |          |         |           |                 |                   |           | the remainder of this day.          |
| 9   | " 10       |              |         | "                 |       |  |  |          |         |           |                 |                   |           |                                     |
| 10  | " 10       |              |         | "                 |       |  |  |          |         |           |                 |                   |           |                                     |
| 11  | " 10       |              |         | "                 |       |  |  |          |         |           |                 |                   |           |                                     |
| 12  | " 10       |              |         | "                 |       |  |  |          |         |           |                 |                   |           | All lights lookouts pumps           |
|     |            |              |         |                   |       |  |  |          |         |           |                 |                   |           | & Ventilator strictly attended to   |

## BEARING &amp; DISTANCE AT NOON

| COURSE    | DISTANCE | Difference Latitude | Departure | Latitude by Account | Latitude Observed | Difference of Longitude | Longitude by Account | Longitude by Chronometer | Longitude Observed | Variation | Distance Run per Patent Log |
|-----------|----------|---------------------|-----------|---------------------|-------------------|-------------------------|----------------------|--------------------------|--------------------|-----------|-----------------------------|
| By Chron. | Obs.     |                     |           |                     |                   |                         |                      |                          |                    | Error     |                             |
| SW by W   | 252      | 181                 | 168       | 47.14               | 47.10             | 254                     | 11.53                | 12.09                    | 12.57              | 20 W      |                             |

## ON THE LOOK-OUT

From 6 To 8  
8 " 10  
10 " 12  
12 " 2  
2 " 4  
4 " 6

## NAME

Lony  
Redlock  
Stoan  
Hill  
Horn

## LANTERNS HUNG OUT

From Sunset To Sunrise

O. Richmond

Mate.

Master.

LOG of the Ship *Enterprise*  
From *L'pool*Towards *Wellington*

## CHIEF OFFICER'S LOG.

| Hrs | Course     | Distance Run |         | WINDS—see Formula |       |  |  | Sail Set | Lee Way | Barometer | Temperature Air | Temperature Water | Deviation | REMARKS, &c.                          |
|-----|------------|--------------|---------|-------------------|-------|--|--|----------|---------|-----------|-----------------|-------------------|-----------|---------------------------------------|
|     |            | Knots        | Fathoms | Direction         | Force |  |  |          |         |           |                 |                   |           |                                       |
| 1   | SW by W 10 |              |         | SE 9              |       |  |  |          |         |           |                 |                   |           | Monday April 15 <sup>th</sup> 1895.   |
| 2   | " 10       |              |         | "                 |       |  |  |          |         |           |                 |                   |           | This day begins with strong           |
| 3   | " 10       |              |         | "                 |       |  |  |          |         |           |                 |                   |           | SE gale, gradually moderating         |
| 4   | " 10       |              |         | "                 |       |  |  |          |         |           |                 |                   |           | down, high cross sea vessel           |
| 5   | " 9        |              |         | "                 |       |  |  |          |         |           |                 |                   |           | labouring & taking heavy quantities   |
| 6   | " 9        |              |         | "                 |       |  |  |          |         |           |                 |                   |           | of water on board sky heavy           |
| 7   | " 9        |              |         | "                 |       |  |  |          |         |           |                 |                   |           | cloudy & overcast.                    |
| 8   | " 9        |              |         | "                 |       |  |  |          |         |           |                 |                   |           | People variously employed around      |
| 9   | " 8        |              |         | "                 |       |  |  |          |         |           |                 |                   |           | the deck secured anchoring on Hook II |
| 10  | " 8        |              |         | "                 |       |  |  |          |         |           |                 |                   |           | & stowed away cable.                  |
| 11  | " 8        |              |         | "                 |       |  |  |          |         |           |                 |                   |           |                                       |
| 12  | " 8        |              |         | "                 |       |  |  |          |         |           |                 |                   |           | Mid, strong breeze, with heavy        |
| 1   | " 8        |              |         | SE by E 9         |       |  |  |          |         |           |                 |                   |           | showers of rain. Sea going down       |
| 2   | " 8        |              |         | "                 |       |  |  |          |         |           |                 |                   |           | wind also moderating down             |
| 3   | " 8        |              |         | "                 |       |  |  |          |         |           |                 |                   |           | sky overcast, at regular              |
| 4   | " 8        |              |         | "                 |       |  |  |          |         |           |                 |                   |           | Carpenter at his trade.               |
| 5   | " 7        |              |         | "                 |       |  |  |          |         |           |                 |                   |           |                                       |
| 6   | " 7        |              |         | "                 |       |  |  |          |         |           |                 |                   |           | Several vessels in sight going        |
| 7   | " 7        |              |         | "                 |       |  |  |          |         |           |                 |                   |           | same way,                             |
| 8   | " 7        |              |         | "                 |       |  |  |          |         |           |                 |                   |           | wind inclines to haul southerly       |
| 9   | " 7        |              |         | "                 |       |  |  |          |         |           |                 |                   |           |                                       |
| 10  | " 7        |              |         | "                 |       |  |  |          |         |           |                 |                   |           | All light lookouts pump & station     |
| 11  | " 7        |              |         | "                 |       |  |  |          |         |           |                 |                   |           | strictly attended to.                 |
| 12  | " 7        |              |         | "                 |       |  |  |          |         |           |                 |                   |           |                                       |

## BEARING &amp; DISTANCE AT NOON

| COURSE    | DISTANCE | Difference Latitude | Departure | Latitude by Account | Latitude Observed | Difference of Longitude | Longitude by Account | Longitude by Chronometer | Longitude Observed | Variation | Distance Run per Patent Log |
|-----------|----------|---------------------|-----------|---------------------|-------------------|-------------------------|----------------------|--------------------------|--------------------|-----------|-----------------------------|
| By Chron. | Obs.     |                     |           |                     |                   |                         |                      |                          |                    | Error     |                             |
| SW by W   | 201      | 144                 | 96        | 44.13               | 44.14             | 133                     | 14.17                | 14.19                    | 14.19              | 18 W      |                             |

## ON THE LOOK-OUT

From 6 To 8  
8 " 10  
10 " 12  
12 " 2  
2 " 4  
4 " 6

## NAME

Hail  
Magnus  
Lony  
Redlock  
Horn

## LANTERNS HUNG OUT

From Sunset To Sunrise

O. Richmond

Mate.

Master.

LOG of the

Ship *Europe*  
From *L'pool*Towards *Wellington*

## CHIEF OFFICER'S LOG

| Hrs | The Course  | Distance Run |         | WINDS—see Formula |       | Sail Set | Lee Way | Barometer | Temperature Air | Temperature Water | Deviation | REMARKS, &c.                                                                                                               |
|-----|-------------|--------------|---------|-------------------|-------|----------|---------|-----------|-----------------|-------------------|-----------|----------------------------------------------------------------------------------------------------------------------------|
|     |             | Knots        | Fathoms | Direction         | Force |          |         |           |                 |                   |           |                                                                                                                            |
|     |             |              |         |                   |       |          |         |           |                 |                   |           | <i>Tuesday April 16. 1895.</i>                                                                                             |
| 1   | <i>East</i> | 1            | 2       | <i>SE</i>         | 5     |          |         |           |                 |                   |           | <i>This day begins with moderate breeze from SE, clear &amp; fine.</i>                                                     |
| 2   |             | 4            | 2       |                   |       |          |         |           |                 |                   |           | <i>Light cirrus clouds from SE.</i>                                                                                        |
| 3   |             | 4            | 2       |                   |       |          |         |           |                 |                   |           | <i>heavy from SW from SE &amp; SE-SE.</i>                                                                                  |
| 4   |             | 4            | 2       |                   |       |          |         |           |                 |                   |           |                                                                                                                            |
| 5   |             | 4            | 2       |                   |       |          |         |           |                 |                   |           |                                                                                                                            |
| 6   |             | 4            | 2       |                   |       |          |         |           |                 |                   |           |                                                                                                                            |
| 7   |             | 4            | 2       |                   |       |          |         |           |                 |                   |           | <i>People generally employed around the deck.</i>                                                                          |
| 8   |             | 4            | 2       |                   |       |          |         |           |                 |                   |           |                                                                                                                            |
| 9   |             | 4            | 2       |                   |       |          |         |           |                 |                   |           |                                                                                                                            |
| 10  |             | 4            | 2       |                   |       |          |         |           |                 |                   |           |                                                                                                                            |
| 11  |             | 4            | 2       |                   |       |          |         |           |                 |                   |           | <i>Jackman at his trade.</i>                                                                                               |
| 12  |             | 4            | 2       |                   |       |          |         |           |                 |                   |           |                                                                                                                            |
| 1   | <i>East</i> | 1            | 2       | <i>SE</i>         |       |          |         |           |                 |                   |           | <i>Moderate breeze very unsteady in force &amp; direction, light at times high swell from SW weather clear &amp; fine.</i> |
| 2   |             | 4            | 2       |                   |       |          |         |           |                 |                   |           |                                                                                                                            |
| 3   |             | 4            | 2       |                   |       |          |         |           |                 |                   |           |                                                                                                                            |
| 4   |             | 4            | 2       |                   |       |          |         |           |                 |                   |           |                                                                                                                            |
| 5   |             | 4            | 2       |                   |       |          |         |           |                 |                   |           |                                                                                                                            |
| 6   |             | 4            | 2       |                   |       |          |         |           |                 |                   |           |                                                                                                                            |
| 7   |             | 4            | 2       |                   |       |          |         |           |                 |                   |           | <i>Passed several vessels bound home, names unknown.</i>                                                                   |
| 8   |             | 4            | 2       |                   |       |          |         |           |                 |                   |           |                                                                                                                            |
| 9   |             | 4            | 2       |                   |       |          |         |           |                 |                   |           |                                                                                                                            |
| 10  |             | 4            | 2       |                   |       |          |         |           |                 |                   |           | <i>All lights lookout pumps &amp; Ventilators strictly attended to.</i>                                                    |
| 11  |             | 4            | 2       |                   |       |          |         |           |                 |                   |           |                                                                                                                            |
| 12  |             | 4            | 2       |                   |       |          |         |           |                 |                   |           |                                                                                                                            |

## BEARING &amp; DISTANCE AT NOON

| COURSE    | DISTANCE   | Difference Latitude | Departure  | Latitude by Account | Latitude Observed | Difference of Longitude | Longitude by Account | Longitude by Chronometer | Longitude Observed | Variation  | Distance Run per Patent Log |
|-----------|------------|---------------------|------------|---------------------|-------------------|-------------------------|----------------------|--------------------------|--------------------|------------|-----------------------------|
| <i>SE</i> | <i>106</i> | <i>44'</i>          | <i>43'</i> | <i>42° 55'</i>      | <i>42° 56'</i>    | <i>98'</i>              | <i>155° 3'</i>       | <i>155° 4'</i>           | <i>155° 6'</i>     | <i>18"</i> |                             |

## ON THE LOOKOUT

| From | To |
|------|----|
| 6    | 8  |
| 8    | 10 |
| 10   | 12 |
| 12   | 2  |
| 2    | 4  |
| 4    | 6  |

## NAME

*Maynard*  
*Shellock*  
*Pollock*  
*Long*  
*Shannon*

## LANTERNS HUNG OUT

From *Sunset* To *Sunrise*

*Richmond*

Mate.

Master.

LOG of the

Ship *Europe*  
From *L'pool*Towards *Wellington*

## CHIEF OFFICER'S LOG.

| Hrs | The Course | Distance Run |         | WINDS—see Formula |       | Sail Set | Lee Way | Barometer | Temperature Air | Temperature Water | Deviation | REMARKS, &c.                                                                                                                    |
|-----|------------|--------------|---------|-------------------|-------|----------|---------|-----------|-----------------|-------------------|-----------|---------------------------------------------------------------------------------------------------------------------------------|
|     |            | Knots        | Fathoms | Direction         | Force |          |         |           |                 |                   |           |                                                                                                                                 |
|     |            |              |         |                   |       |          |         |           |                 |                   |           | <i>Wednesday April 17. 1895.</i>                                                                                                |
| 1   | <i>SE</i>  | 5            | 2       | <i>SE</i>         | 5     |          |         |           |                 |                   |           | <i>This day begins with moderate breeze from SE clear &amp; fine. Sun about from Northward, high swell from SE &amp; North.</i> |
| 2   |            | 5            | 2       |                   |       |          |         |           |                 |                   |           |                                                                                                                                 |
| 3   |            | 5            | 2       |                   |       |          |         |           |                 |                   |           |                                                                                                                                 |
| 4   |            | 5            | 2       |                   |       |          |         |           |                 |                   |           |                                                                                                                                 |
| 5   |            | 5            | 2       |                   |       |          |         |           |                 |                   |           |                                                                                                                                 |
| 6   |            | 5            | 2       |                   |       |          |         |           |                 |                   |           | <i>People variously employed. Carpenter at his trade.</i>                                                                       |
| 7   |            | 6            | 2       | <i>SE</i>         | 6     |          |         |           |                 |                   |           |                                                                                                                                 |
| 8   |            | 6            | 2       |                   |       |          |         |           |                 |                   |           |                                                                                                                                 |
| 9   |            | 6            | 2       |                   |       |          |         |           |                 |                   |           |                                                                                                                                 |
| 10  |            | 6            | 2       |                   |       |          |         |           |                 |                   |           | <i>Wind gradually freshening &amp; drawing heavily, becoming squally with frequent showers.</i>                                 |
| 11  |            | 6            | 2       |                   |       |          |         |           |                 |                   |           |                                                                                                                                 |
| 12  |            | 6            | 2       |                   |       |          |         |           |                 |                   |           |                                                                                                                                 |
| 1   | <i>SE</i>  | 4            | 2       | <i>East</i>       |       |          |         |           |                 |                   |           | <i>Strong breeze gradually veering Northward, SE clearing, occasional squalls with rain.</i>                                    |
| 2   |            | 4            | 2       |                   |       |          |         |           |                 |                   |           |                                                                                                                                 |
| 3   |            | 4            | 2       |                   |       |          |         |           |                 |                   |           |                                                                                                                                 |
| 4   |            | 4            | 2       |                   |       |          |         |           |                 |                   |           | <i>Several vessels in sight came along travelling slowly from Northward.</i>                                                    |
| 5   |            | 4            | 2       | <i>NE</i>         | 4     |          |         |           |                 |                   |           |                                                                                                                                 |
| 6   |            | 4            | 2       |                   |       |          |         |           |                 |                   |           |                                                                                                                                 |
| 7   |            | 8            | 2       |                   |       |          |         |           |                 |                   |           |                                                                                                                                 |
| 8   |            | 8            | 2       |                   |       |          |         |           |                 |                   |           |                                                                                                                                 |
| 9   |            | 8            | 2       |                   |       |          |         |           |                 |                   |           |                                                                                                                                 |
| 10  |            | 8            | 2       | <i>North</i>      |       |          |         |           |                 |                   |           | <i>All lights lookout pumps &amp; Ventilators strictly attended to.</i>                                                         |
| 11  |            | 8            | 2       |                   |       |          |         |           |                 |                   |           |                                                                                                                                 |
| 12  |            | 8            | 2       |                   |       |          |         |           |                 |                   |           |                                                                                                                                 |

## BEARING &amp; DISTANCE AT NOON

| COURSE    | DISTANCE   | Difference Latitude | Departure  | Latitude by Account | Latitude Observed | Difference of Longitude | Longitude by Account | Longitude by Chronometer | Longitude Observed | Variation  | Distance Run per Patent Log |
|-----------|------------|---------------------|------------|---------------------|-------------------|-------------------------|----------------------|--------------------------|--------------------|------------|-----------------------------|
| <i>SE</i> | <i>158</i> | <i>144'</i>         | <i>61'</i> | <i>40° 54'</i>      | <i>40° 50'</i>    | <i>44'</i>              | <i>141° 13'</i>      | <i>141° 15'</i>          | <i>141° 15'</i>    | <i>21"</i> |                             |

## ON THE LOOKOUT

| From | To |
|------|----|
| 6    | 8  |
| 8    | 10 |
| 10   | 12 |
| 12   | 2  |
| 2    | 4  |
| 4    | 6  |

## NAME

*Long*  
*Maynard*  
*Shellock*  
*Pollock*  
*Shannon*

## LANTERNS HUNG OUT

From *Sunset* To *Sunrise*

*Richmond*

Mate.

Master.

CHIEF OFFICER'S LOG

| Hrs | Distance Run |         | WINDS—see Formula |       | Sail Set | Lee Way | Barometer | Temperature Air | Temperature Water | Deviation | REMARKS, &c.                         |
|-----|--------------|---------|-------------------|-------|----------|---------|-----------|-----------------|-------------------|-----------|--------------------------------------|
|     | Knots        | Fathoms | Direction         | Force |          |         |           |                 |                   |           |                                      |
|     | From         |         |                   |       |          |         |           |                 |                   |           | Thursday April 18 <sup>th</sup> 1895 |
| 1   | 8 1/2        | 9       | West              | 8     |          |         |           |                 |                   |           | This day begins with strong          |
| 2   |              | 9       |                   |       |          |         |           |                 |                   |           | Westerly gale, clear sky & calm      |
| 3   |              | 9       |                   |       |          |         |           |                 |                   |           | sea, wind steady, calm               |
| 4   |              | 9       |                   |       |          |         |           |                 |                   |           | from W.                              |
| 5   |              | 9       |                   |       |          |         |           |                 |                   |           |                                      |
| 6   |              | 9       |                   |       |          |         |           |                 |                   |           |                                      |
| 7   |              | 9       |                   |       |          |         |           |                 |                   |           | People variously employed            |
| 8   |              | 9       |                   |       |          |         |           |                 |                   |           | Carpenter at his trade               |
| 9   |              | 9       |                   |       |          |         |           |                 |                   |           |                                      |
| 10  |              | 9       |                   |       |          |         |           |                 |                   |           |                                      |
| 11  |              | 9       |                   |       |          |         |           |                 |                   |           |                                      |
| 12  |              | 9       |                   |       |          |         |           |                 |                   |           |                                      |
| 1   | 8 1/2        | 8       | West              | 8     |          |         |           |                 |                   |           | Continued strong breeze              |
| 2   |              | 8       |                   |       |          |         |           |                 |                   |           | gradually moderating                 |
| 3   |              | 8       |                   |       |          |         |           |                 |                   |           | clear & very fine in appearance      |
| 4   |              | 8       |                   |       |          |         |           |                 |                   |           | sea going down                       |
| 5   |              | 8       |                   |       |          |         |           |                 |                   |           |                                      |
| 6   |              | 8       |                   |       |          |         |           |                 |                   |           |                                      |
| 7   |              | 8       |                   |       |          |         |           |                 |                   |           |                                      |
| 8   |              | 8       |                   |       |          |         |           |                 |                   |           |                                      |
| 9   |              | 8       |                   |       |          |         |           |                 |                   |           |                                      |
| 10  |              | 8       |                   |       |          |         |           |                 |                   |           |                                      |
| 11  |              | 8       |                   |       |          |         |           |                 |                   |           | All lights lookout pump              |
| 12  |              | 8       |                   |       |          |         |           |                 |                   |           | & ventilator strictly attended to    |

BEARING & DISTANCE AT NOON

| COURSE | DISTANCE | Difference Latitude | Departure | Latitude by Account | Latitude Observed | Difference of Longitude | Longitude by Account | Longitude by Chronometer | Longitude Observed | Variation | Distance Run per Patent Log |
|--------|----------|---------------------|-----------|---------------------|-------------------|-------------------------|----------------------|--------------------------|--------------------|-----------|-----------------------------|
| SSE    | 213      | 211                 | 25        | 36-58               | 36-57             | 31                      | 16-44                | 16-46                    | 16-46              | 18"       | —                           |

ON THE LOOK-OUT

| From | To |
|------|----|
| 6    | 8  |
| 8    | 10 |
| 10   | 12 |
| 12   | 2  |
| 2    | 4  |
| 4    | 6  |

NAME  
Magna  
Johnston  
Herman  
Redwell  
Basham

LANTERNS HUNG OUT

From Sunset To Sunrise

O Richmond

Male.

Master.

CHIEF OFFICER'S LOG

| Hrs | Distance Run |         | WINDS—see Formula |       | Sail Set | Lee Way | Barometer | Temperature Air | Temperature Water | Deviation | REMARKS, &c.                       |
|-----|--------------|---------|-------------------|-------|----------|---------|-----------|-----------------|-------------------|-----------|------------------------------------|
|     | Knots        | Fathoms | Direction         | Force |          |         |           |                 |                   |           |                                    |
|     | From         |         |                   |       |          |         |           |                 |                   |           | Friday April 19 <sup>th</sup> 1895 |
| 1   | 6 1/2        | 11 1/2  | W                 | 6     |          |         |           |                 |                   |           | This day begins with fresh         |
| 2   |              | 6 1/2   |                   |       |          |         |           |                 |                   |           | breeze from W & N clear & fine     |
| 3   |              | 6 1/2   |                   |       |          |         |           |                 |                   |           | sea moderate, light breeze from    |
| 4   |              | 6 1/2   |                   |       |          |         |           |                 |                   |           | W & N                              |
| 5   |              | 6 1/2   |                   |       |          |         |           |                 |                   |           |                                    |
| 9   |              | 6 1/2   |                   |       |          |         |           |                 |                   |           | People variously employed          |
| 7   |              | 6 1/2   |                   |       |          |         |           |                 |                   |           | Carpenter at his trade             |
| 8   |              | 6 1/2   |                   |       |          |         |           |                 |                   |           |                                    |
| 9   |              | 6       |                   |       |          |         |           |                 |                   |           |                                    |
| 10  |              | 6       |                   |       |          |         |           |                 |                   |           | sky becoming overcast & cloudy     |
| 11  |              | 6       |                   |       |          |         |           |                 |                   |           | wind decreasing gradually          |
| 12  |              | 6       |                   |       |          |         |           |                 |                   |           | sea moderate                       |
| 1   | 6            | 11 1/2  | W                 | 6     |          |         |           |                 |                   |           |                                    |
| 2   |              | 6       |                   |       |          |         |           |                 |                   |           |                                    |
| 3   |              | 6       |                   |       |          |         |           |                 |                   |           |                                    |
| 4   |              | 6       |                   |       |          |         |           |                 |                   |           | sky clearing, sea smooth & calm    |
| 5   |              | 6       |                   |       |          |         |           |                 |                   |           | small vessel passed at 10 AM. Dusk |
| 9   |              | 6       |                   |       |          |         |           |                 |                   |           | wind moderate, weather very        |
| 7   |              | 6       |                   |       |          |         |           |                 |                   |           | fine. passed several vessels       |
| 8   |              | 6       |                   |       |          |         |           |                 |                   |           | bound South.                       |
| 9   |              | 6       |                   |       |          |         |           |                 |                   |           |                                    |
| 10  |              | 6       |                   |       |          |         |           |                 |                   |           | All lights lookout pump            |
| 11  |              | 6       |                   |       |          |         |           |                 |                   |           | ventilator & strictly attended to  |
| 12  |              | 6       |                   |       |          |         |           |                 |                   |           |                                    |

BEARING & DISTANCE AT NOON

| COURSE | DISTANCE | Difference Latitude | Departure | Latitude by Account | Latitude Observed | Difference of Longitude | Longitude by Account | Longitude by Chronometer | Longitude Observed | Variation | Distance Run per Patent Log |
|--------|----------|---------------------|-----------|---------------------|-------------------|-------------------------|----------------------|--------------------------|--------------------|-----------|-----------------------------|
| SSE    | 148      | 139                 | 50        | 34-39               | 34-40             | 60                      | 15-45                | 15-46                    | 15-46              | 21"       | —                           |

ON THE LOOK-OUT

| From | To |
|------|----|
| 6    | 8  |
| 8    | 10 |
| 10   | 12 |
| 12   | 2  |
| 2    | 4  |
| 4    | 6  |

NAME  
Johnston  
Magna  
Herman  
Redwell  
Basham

LANTERNS HUNG OUT

From Sunset To Sunrise

O Richmond

Male.

Master.

LOG of the Ship *Enteipi*  
From *L'pool*Towards *Wellington*

## CHIEF OFFICER'S LOG

| Hrs | Distance Run | WINDS—see Formula |           |       |          |           | Lee Way | Barometer | Temperature Air | Temperature Water | Remarks, &c.                                                                                                                                                                                                                                                                                                                            |
|-----|--------------|-------------------|-----------|-------|----------|-----------|---------|-----------|-----------------|-------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|     |              | Knots             | Direction | Force | Sail Set | Deviation |         |           |                 |                   |                                                                                                                                                                                                                                                                                                                                         |
| 1   | 8.5          | 3                 | West      | 2     |          |           |         |           |                 |                   | <p>Saturday April 20<sup>th</sup> 1895</p> <p>This day begins with light breeze from the Westward rapidly dying away to a calm.</p> <p>People variously employed. Decks washed down &amp; all Berths, forecabin &amp; thoroughly washed out.</p> <p>Carpenter laid up off Duty. Same in sheet &amp; cold, presented for by Captain.</p> |
| 2   | 8.5          | 3                 |           |       |          |           |         |           |                 |                   |                                                                                                                                                                                                                                                                                                                                         |
| 3   | 8.5          | 3                 |           |       |          |           |         |           |                 |                   |                                                                                                                                                                                                                                                                                                                                         |
| 4   | 8.5          | 3                 |           |       |          |           |         |           |                 |                   |                                                                                                                                                                                                                                                                                                                                         |
| 5   | 8.5          | 3                 |           |       |          |           |         |           |                 |                   |                                                                                                                                                                                                                                                                                                                                         |
| 6   | 8.5          | 3                 |           |       |          |           |         |           |                 |                   |                                                                                                                                                                                                                                                                                                                                         |
| 7   | 8.5          | 3                 |           |       |          |           |         |           |                 |                   |                                                                                                                                                                                                                                                                                                                                         |
| 8   | 8.5          | 3                 |           |       |          |           |         |           |                 |                   |                                                                                                                                                                                                                                                                                                                                         |
| 9   | 8.5          | 3                 |           |       |          |           |         |           |                 |                   |                                                                                                                                                                                                                                                                                                                                         |
| 10  | 8.5          | 3                 |           |       |          |           |         |           |                 |                   |                                                                                                                                                                                                                                                                                                                                         |
| 11  | 8.5          | 3                 |           |       |          |           |         |           |                 |                   |                                                                                                                                                                                                                                                                                                                                         |
| 12  | 8.5          | 3                 |           |       |          |           |         |           |                 |                   |                                                                                                                                                                                                                                                                                                                                         |
| 1   | 8.5          | 3                 |           |       |          |           |         |           |                 |                   | <p>Continued calm &amp; buffeting all throughout the remainder of this day.</p> <p>All lights look out pump &amp; Ventilator strictly attended to.</p>                                                                                                                                                                                  |
| 2   | 8.5          | 3                 |           |       |          |           |         |           |                 |                   |                                                                                                                                                                                                                                                                                                                                         |
| 3   | 8.5          | 3                 |           |       |          |           |         |           |                 |                   |                                                                                                                                                                                                                                                                                                                                         |
| 4   | 8.5          | 3                 |           |       |          |           |         |           |                 |                   |                                                                                                                                                                                                                                                                                                                                         |
| 5   | 8.5          | 3                 |           |       |          |           |         |           |                 |                   |                                                                                                                                                                                                                                                                                                                                         |
| 6   | 8.5          | 3                 |           |       |          |           |         |           |                 |                   |                                                                                                                                                                                                                                                                                                                                         |
| 7   | 8.5          | 3                 |           |       |          |           |         |           |                 |                   |                                                                                                                                                                                                                                                                                                                                         |
| 8   | 8.5          | 3                 |           |       |          |           |         |           |                 |                   |                                                                                                                                                                                                                                                                                                                                         |
| 9   | 8.5          | 3                 |           |       |          |           |         |           |                 |                   |                                                                                                                                                                                                                                                                                                                                         |
| 10  | 8.5          | 3                 |           |       |          |           |         |           |                 |                   |                                                                                                                                                                                                                                                                                                                                         |
| 11  | 8.5          | 3                 |           |       |          |           |         |           |                 |                   |                                                                                                                                                                                                                                                                                                                                         |
| 12  | 8.5          | 3                 |           |       |          |           |         |           |                 |                   |                                                                                                                                                                                                                                                                                                                                         |

## BEARING &amp; DISTANCE AT NOON

| COURSE | DISTANCE | Difference Latitude | Departure | Latitude by Account | Latitude Observed | Difference of Longitude | Longitude by Account | Longitude by Chronometer | Longitude Observed | Variation | Distance Run per Patent Log |
|--------|----------|---------------------|-----------|---------------------|-------------------|-------------------------|----------------------|--------------------------|--------------------|-----------|-----------------------------|
| 9.     | 9.       | 9.                  | —         | 34.30               | —                 | —                       | 1545                 | —                        | —                  | 9.11      | —                           |

## ON THE LOOK-OUT

| From |    | To | NAME     | LANTERNS HUNG OUT |                   |
|------|----|----|----------|-------------------|-------------------|
| 6    | 8  | 8  | Magnus   | From              | Sunset To Sunrise |
| 8    | 10 | 10 | Johnston |                   |                   |
| 10   | 12 | 12 | Herman   |                   |                   |
| 12   | 2  | 2  | John     |                   |                   |
| 2    | 4  | 4  | Steen    |                   |                   |
| 4    | 6  | 6  | Bascom   |                   |                   |

O Richmond

Mate.

Master.

LOG of the Ship *Enteipi*  
From *L'pool*Towards *Wellington*

## CHIEF OFFICER'S LOG.

| Hrs. | Course. | Distance Run. |         | WINDS—see Formula |        |           | Lee Way | Barometer | Temperature Air. | Temperature Water.                                                                                                                                           | Remarks &c.                                                                                                                                                                                                                                                                                                                                 |
|------|---------|---------------|---------|-------------------|--------|-----------|---------|-----------|------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|      |         | Knots         | Fathoms | Direction.        | Force. | Sail Set. |         |           |                  |                                                                                                                                                              |                                                                                                                                                                                                                                                                                                                                             |
| 1    | Board.  |               |         |                   |        |           |         |           |                  |                                                                                                                                                              | <p>Sunday April 21<sup>st</sup> 1895.</p> <p>This day begins with a dead calm - bank of cumulus clouds gathering in the NW, also long ground swell from the same direction.</p> <p>Sunday Respected.</p> <p>light air coming away from NW. NW swell, indication of a breeze. Sky covered with streaks of Mari-tur.</p> <p>light breeze.</p> |
| 2    | 8.5     |               |         |                   |        |           |         |           |                  |                                                                                                                                                              |                                                                                                                                                                                                                                                                                                                                             |
| 3    | 1       |               |         |                   |        |           |         |           |                  |                                                                                                                                                              |                                                                                                                                                                                                                                                                                                                                             |
| 4    | 1       |               |         |                   |        |           |         |           |                  |                                                                                                                                                              |                                                                                                                                                                                                                                                                                                                                             |
| 5    | 1       |               |         |                   |        |           |         |           |                  |                                                                                                                                                              |                                                                                                                                                                                                                                                                                                                                             |
| 9    | 1       |               |         |                   |        |           |         |           |                  |                                                                                                                                                              |                                                                                                                                                                                                                                                                                                                                             |
| 7    | 1       | 1             | 1/2     | WNW               | 1      |           |         |           |                  |                                                                                                                                                              |                                                                                                                                                                                                                                                                                                                                             |
| 8    | 1       | 1             | 1/2     |                   | 1      |           |         |           |                  |                                                                                                                                                              |                                                                                                                                                                                                                                                                                                                                             |
| 9    | 1       | 1             | 1/2     |                   |        |           |         |           |                  |                                                                                                                                                              |                                                                                                                                                                                                                                                                                                                                             |
| 10   | 1       | 1             | 1/2     |                   |        |           |         |           |                  |                                                                                                                                                              |                                                                                                                                                                                                                                                                                                                                             |
| 11   | 1       | 1             | 1/2     |                   |        |           |         |           |                  |                                                                                                                                                              |                                                                                                                                                                                                                                                                                                                                             |
| 12   | 1       | 1             | 1/2     |                   |        |           |         |           |                  |                                                                                                                                                              |                                                                                                                                                                                                                                                                                                                                             |
| 1    | SW x E  | 2             | 1/2     |                   | 2      |           |         |           |                  | <p>little breeze clear fine NW swell causing vessel to roll heavily at times.</p> <p>All lights look out pump &amp; Ventilator &amp; tricks attended to.</p> |                                                                                                                                                                                                                                                                                                                                             |
| 2    |         | 2             | 1/2     |                   |        |           |         |           |                  |                                                                                                                                                              |                                                                                                                                                                                                                                                                                                                                             |
| 3    |         | 2             | 1/2     |                   |        |           |         |           |                  |                                                                                                                                                              |                                                                                                                                                                                                                                                                                                                                             |
| 4    | 1       | 2             | 1/2     |                   |        |           |         |           |                  |                                                                                                                                                              |                                                                                                                                                                                                                                                                                                                                             |
| 5    |         | 2             | 1/2     |                   | 1      |           |         |           |                  |                                                                                                                                                              |                                                                                                                                                                                                                                                                                                                                             |
| 9    | 1       | 2             | 1/2     |                   |        |           |         |           |                  |                                                                                                                                                              |                                                                                                                                                                                                                                                                                                                                             |
| 7    |         | 2             | 1/2     |                   | 1      |           |         |           |                  |                                                                                                                                                              |                                                                                                                                                                                                                                                                                                                                             |
| 8    | 1       | 2             | 1/2     |                   | 1      |           |         |           |                  |                                                                                                                                                              |                                                                                                                                                                                                                                                                                                                                             |
| 9    |         | 2             | 1/2     |                   | 1      |           |         |           |                  |                                                                                                                                                              |                                                                                                                                                                                                                                                                                                                                             |
| 10   | 1       | 2             | 1/2     |                   | 1      |           |         |           |                  |                                                                                                                                                              |                                                                                                                                                                                                                                                                                                                                             |
| 11   |         | 2             | 1/2     |                   | 1      |           |         |           |                  |                                                                                                                                                              |                                                                                                                                                                                                                                                                                                                                             |
| 12   | 1       | 2             | 1/2     |                   | 1      |           |         |           |                  |                                                                                                                                                              |                                                                                                                                                                                                                                                                                                                                             |

## BEARING &amp; DISTANCE AT NOON

| COURSE | DISTANCE | Difference Latitude | Departure | Latitude by Account | Latitude Observed | Difference of Longitude | Longitude by Account | Longitude by Chronometer | Longitude Observed | Variation | Distance Run per Patent Log |
|--------|----------|---------------------|-----------|---------------------|-------------------|-------------------------|----------------------|--------------------------|--------------------|-----------|-----------------------------|
| 31N    | 38       | 32                  | 20-       | 33.57               | 33.58             | 33.5                    | 15.21                | 15.22                    | 15.22              | 21N       | —                           |

## ON THE LOOK-OUT

| From |    | To | NAME     | LANTERNS HUNG OUT |                   |
|------|----|----|----------|-------------------|-------------------|
| 6    | 8  | 8  | Johnston | From              | Sunset To Sunrise |
| 8    | 10 | 10 | Magnus   |                   |                   |
| 10   | 12 | 12 | Herman   |                   |                   |
| 12   | 2  | 2  | John     |                   |                   |
| 2    | 4  | 4  | Steen    |                   |                   |
| 4    | 6  | 6  | Bascom   |                   |                   |

O Richmond

Mate.

Master.

LOG of the Ship "Enterprise"  
From Liverpool

Towards Wellington

## CHIEF OFFICER'S LOG

| Hrs | Course | Distance Run |         | WINDS—see Formula |       | Sail Set | Lee Way | Barometer | Temperature Air | Temperature Water | Deviation | REMARKS, &c.                       |
|-----|--------|--------------|---------|-------------------|-------|----------|---------|-----------|-----------------|-------------------|-----------|------------------------------------|
|     |        | Miles        | Fathoms | Direction         | Force |          |         |           |                 |                   |           |                                    |
| 1   | SW     | 2            |         | 7 NW              | 2     |          |         |           |                 |                   |           | Monday April 22 <sup>nd</sup> 1896 |
| 2   |        | 2            |         |                   |       |          |         |           |                 |                   |           | This day begins with very          |
| 3   |        | 2            |         |                   |       |          |         |           |                 |                   |           | light air, very unsteady           |
| 4   |        | 2            |         |                   |       |          |         |           |                 |                   |           | in both force & direction          |
| 5   |        | 2            |         |                   |       |          |         |           |                 |                   |           | People employed bending            |
| 6   |        | 2            |         |                   |       |          |         |           |                 |                   |           | fine weather, part of sail         |
| 7   |        | 2            |         |                   |       |          |         |           |                 |                   |           | Carpenter still off duty, but      |
| 8   |        | 2            |         |                   |       |          |         |           |                 |                   |           | preparing foremast.                |
| 9   |        | 2            |         |                   |       |          |         |           |                 |                   |           |                                    |
| 10  |        | 2            |         |                   |       |          |         |           |                 |                   |           |                                    |
| 11  |        | 2            |         |                   |       |          |         |           |                 |                   |           |                                    |
| 12  |        | 2            |         |                   |       |          |         |           |                 |                   |           |                                    |
| 1   | SW     | 2            |         | 10 NW             | 2     |          |         |           |                 |                   |           | Continued light northerly          |
| 2   |        | 2            |         |                   |       |          |         |           |                 |                   |           | SE air, unsteady in force          |
| 3   |        | 2            |         |                   |       |          |         |           |                 |                   |           | Sighted Port Land, Madron          |
| 4   |        | 2            |         |                   |       |          |         |           |                 |                   |           | Islands, bearing when Abasco       |
| 5   |        | 2            |         |                   |       |          |         |           |                 |                   |           | 10° N distant 34 miles             |
| 6   |        | 2            |         |                   |       |          |         |           |                 |                   |           | Sky clouded & overcast             |
| 7   |        | 2            |         |                   |       |          |         |           |                 |                   |           | Sea smooth, one barque             |
| 8   |        | 2            |         |                   |       |          |         |           |                 |                   |           | in company                         |
| 9   |        | 2            |         |                   |       |          |         |           |                 |                   |           |                                    |
| 10  |        | 2            |         |                   |       |          |         |           |                 |                   |           | All light lookouts pumps           |
| 11  |        | 2            |         |                   |       |          |         |           |                 |                   |           | & Ventilators strictly attended to |
| 12  |        | 2            |         |                   |       |          |         |           |                 |                   |           |                                    |

## BEARING &amp; DISTANCE AT NOON

| COURSE | DISTANCE | Difference Latitude | Departure | Latitude by Account | Latitude Observed | Difference of Longitude | Longitude by Account | Longitude by Chronometer | Longitude Observed | Variation | Distance Run per Patent Log |
|--------|----------|---------------------|-----------|---------------------|-------------------|-------------------------|----------------------|--------------------------|--------------------|-----------|-----------------------------|
| SW     | 48       | 44                  | 18        | 33.18               | 33.16             | 21                      | 1543                 | 1543                     | 1543               | 00        |                             |

## ON THE LOOK-OUT

| From | To |
|------|----|
| 6    | 8  |
| 8    | 10 |
| 10   | 12 |
| 12   | 2  |
| 2    | 4  |
| 4    | 6  |

## NAME

Maggan  
Gohrston  
Herman  
Hes  
Bedwell  
Basham

## LANTERNS HUNG OUT

From Sunset To Sunrise

Richmond

Mate.

Master.

LOG of the Ship "Enterprise"  
From Liverpool

Towards Wellington

## CHIEF OFFICER'S LOG.

| Hrs | Course | Distance Run |         | WINDS—see Formula |       | Sail Set | Lee Way | Barometer | Temperature Air | Temperature Water | Deviation | REMARKS, &c.                                 |
|-----|--------|--------------|---------|-------------------|-------|----------|---------|-----------|-----------------|-------------------|-----------|----------------------------------------------|
|     |        | Miles        | Fathoms | Direction         | Force |          |         |           |                 |                   |           |                                              |
| 1   | SW     | 2            |         |                   |       |          |         |           |                 |                   |           | Tuesday April 23 <sup>rd</sup> 1896          |
| 2   |        | 2            |         |                   |       |          |         |           |                 |                   |           | This day begins with baffling                |
| 3   |        | 2            |         |                   |       |          |         |           |                 |                   |           | light air, varying all round                 |
| 4   |        | 2            |         |                   |       |          |         |           |                 |                   |           | the compass, yards kept constantly           |
| 5   |        | 2            |         |                   |       |          |         |           |                 |                   |           | trimmed, & every advantage                   |
| 9   |        | 2            |         |                   |       |          |         |           |                 |                   |           | taken of every passing air                   |
| 7   |        | 2            |         |                   |       |          |         |           |                 |                   |           | People employed setting up head              |
| 8   |        | 2            |         |                   |       |          |         |           |                 |                   |           | gear also repairing sail.                    |
| 9   |        | 2            |         |                   |       |          |         |           |                 |                   |           |                                              |
| 10  |        | 2            |         |                   |       |          |         |           |                 |                   |           | Carpenter resumed duty today                 |
| 11  |        | 2            |         |                   |       |          |         |           |                 |                   |           | oilings down aloft & beams &c                |
| 12  |        | 2            |         |                   |       |          |         |           |                 |                   |           | which, windlass &c &c                        |
| 1   | SW     | 3            |         | 10 W              | 2     |          |         |           |                 |                   |           | light breeze from NW, unsteady               |
| 2   |        | 3            |         |                   |       |          |         |           |                 |                   |           | in force, sky clear                          |
| 3   |        | 3            |         |                   |       |          |         |           |                 |                   |           | Began 1 <sup>st</sup> fore 10 1/2 W true 30. |
| 4   |        | 3            |         |                   |       |          |         |           |                 |                   |           |                                              |
| 5   |        | 3            |         |                   |       |          |         |           |                 |                   |           | Continued light air through                  |
| 9   |        | 3            |         |                   |       |          |         |           |                 |                   |           | out the remainder of this day.               |
| 7   |        | 3            |         |                   |       |          |         |           |                 |                   |           |                                              |
| 8   |        | 3            |         |                   |       |          |         |           |                 |                   |           |                                              |
| 9   |        | 3            |         |                   |       |          |         |           |                 |                   |           |                                              |
| 10  |        | 3            |         |                   |       |          |         |           |                 |                   |           | All light lookouts pumps &                   |
| 11  |        | 3            |         |                   |       |          |         |           |                 |                   |           | Ventilators strictly attended to             |
| 12  |        | 3            |         |                   |       |          |         |           |                 |                   |           |                                              |

## BEARING &amp; DISTANCE AT NOON

| COURSE | DISTANCE | Difference Latitude | Departure | Latitude by Account | Latitude Observed | Difference of Longitude | Longitude by Account | Longitude by Chronometer | Longitude Observed | Variation | Distance Run per Patent Log |
|--------|----------|---------------------|-----------|---------------------|-------------------|-------------------------|----------------------|--------------------------|--------------------|-----------|-----------------------------|
| SW     | 68       | 68                  | —         | 32.13               | 32.13             | —                       | 1543                 | 1543                     | 1543               | 01.14     |                             |

## ON THE LOOK-OUT

| From | To |
|------|----|
| 6    | 8  |
| 8    | 10 |
| 10   | 12 |
| 12   | 2  |
| 2    | 4  |
| 4    | 6  |

## NAME

Herman  
Hes  
Bedwell  
Basham  
Hails  
Parson

## LANTERNS HUNG OUT

From Sunset To Sunrise

Richmond

Mate.

Master.

LOG of the Ship *Euterpi*  
From *L'pool*Towards *Wellington*

## CHIEF OFFICER'S LOG

| Hrs | Course         | Distance Run. |         | WINDS—see Formula. |            | Sail Set. | Lee Way | Barometer   | Temperature Air. | Temperature Water. | Deviation | REMARKS, &c.                                |
|-----|----------------|---------------|---------|--------------------|------------|-----------|---------|-------------|------------------|--------------------|-----------|---------------------------------------------|
|     |                | Knots         | Fathoms | Direction          | Force      |           |         |             |                  |                    |           |                                             |
|     | <i>Course</i>  |               |         |                    |            |           |         |             |                  |                    |           | <i>Wednesday April 24<sup>th</sup> 1895</i> |
| 1   | <i>SW by W</i> | 2             |         | <i>NW</i>          | <i>1.5</i> |           |         | <i>30.5</i> |                  |                    |           | <i>This day begins with very</i>            |
| 2   | <i>"</i>       | 2             |         |                    |            |           |         |             |                  |                    |           | <i>light NW air sometimes</i>               |
| 3   | <i>"</i>       | 2             |         |                    |            |           |         |             |                  |                    |           | <i>amounting to a gentle breeze &amp;</i>   |
| 4   | <i>"</i>       | 2             |         |                    |            |           |         |             |                  |                    |           | <i>then falling nearly calm.</i>            |
| 5   | <i>"</i>       | 2             |         |                    |            |           |         |             |                  |                    |           | <i>Sky clear overhead, cumulus</i>          |
| 6   | <i>"</i>       | 2             |         |                    |            |           |         |             |                  |                    |           | <i>strata round the horizon</i>             |
| 7   | <i>"</i>       | 2             |         |                    |            |           |         |             |                  |                    |           |                                             |
| 8   | <i>"</i>       | 2             |         |                    |            |           |         |             |                  |                    |           | <i>People variously employed</i>            |
| 9   | <i>"</i>       | 2             |         |                    |            |           |         |             |                  |                    |           | <i>overhauling aloft &amp; on deck.</i>     |
| 10  | <i>"</i>       | 2             |         |                    |            |           |         |             |                  |                    |           |                                             |
| 11  | <i>"</i>       | 2             |         |                    |            |           |         |             |                  |                    |           |                                             |
| 12  | <i>"</i>       | 2             |         |                    |            |           |         |             |                  |                    |           | <i>Continued light air</i>                  |
| 1   | <i>SW by W</i> | 1             |         | <i>NW</i>          | <i>1.5</i> |           |         | <i>30.5</i> |                  |                    |           | <i>nearby calm at times</i>                 |
| 2   | <i>"</i>       | 1             |         |                    |            |           |         |             |                  |                    |           |                                             |
| 3   | <i>"</i>       | 1             |         |                    |            |           |         |             |                  |                    |           | <i>Carpenter at his trade</i>               |
| 4   | <i>"</i>       | 1             |         |                    |            |           |         |             |                  |                    |           | <i>two of crew repairing sails</i>          |
| 5   | <i>"</i>       | 1             |         |                    |            |           |         |             |                  |                    |           |                                             |
| 6   | <i>"</i>       | 1             |         |                    |            |           |         |             |                  |                    |           | <i>Several vessels in sight</i>             |
| 7   | <i>"</i>       | 1             |         |                    |            |           |         |             |                  |                    |           | <i>Madison Abram beams</i>                  |
| 8   | <i>"</i>       | 1             |         |                    |            |           |         |             |                  |                    |           | <i>NW—35 miles</i>                          |
| 9   | <i>"</i>       | 1             |         |                    |            |           |         |             |                  |                    |           |                                             |
| 10  | <i>"</i>       | 1             |         |                    |            |           |         |             |                  |                    |           | <i>All lights lookouts pumps &amp;</i>      |
| 11  | <i>"</i>       | 1             |         |                    |            |           |         |             |                  |                    |           | <i>Ventilators &amp; tridly attended to</i> |
| 12  | <i>"</i>       | 1             |         |                    |            |           |         |             |                  |                    |           |                                             |

## BEARING &amp; DISTANCE AT NOON

| COURSE         | DISTANCE  | Difference Latitude | Departure | Latitude by Account | Latitude Observed | Difference of Longitude | Longitude by Account | Longitude by Chronometer | Longitude Observed | Variation   | Distance Run per Patent Log |
|----------------|-----------|---------------------|-----------|---------------------|-------------------|-------------------------|----------------------|--------------------------|--------------------|-------------|-----------------------------|
| <i>SW by W</i> | <i>36</i> | <i>31</i>           | <i>15</i> | <i>31.43</i>        | <i>31.49</i>      | <i>18</i>               | <i>16.07</i>         | <i>16.03</i>             | <i>16.13</i>       | <i>20.2</i> |                             |

## ON THE LOOK-OUT

| From      | To        |
|-----------|-----------|
| <i>6</i>  | <i>8</i>  |
| <i>8</i>  | <i>10</i> |
| <i>10</i> | <i>12</i> |
| <i>12</i> | <i>2</i>  |
| <i>2</i>  | <i>4</i>  |
| <i>4</i>  | <i>5</i>  |

## NAME

*He  
Herman  
Basham  
Boswell  
Harrison  
Hutch*

## LANTERNS HUNG OUT

From *Sunset* To *Sunrise*

*O. Richmond*

Mate.

Master.

LOG of the Ship *Euterpi*  
From *L'pool*Towards *Wellington*

## CHIEF OFFICER'S LOG.

| Hrs | Course         | Distance Run. |         | WINDS—see Formula. |       | Sail Set. | Lee Way | Barometer   | Temperature Air. | Temperature Water. | Deviation | REMARKS, &c.                                |
|-----|----------------|---------------|---------|--------------------|-------|-----------|---------|-------------|------------------|--------------------|-----------|---------------------------------------------|
|     |                | Knots         | Fathoms | Direction          | Force |           |         |             |                  |                    |           |                                             |
|     | <i>Course</i>  |               |         |                    |       |           |         |             |                  |                    |           | <i>Thursday April 25<sup>th</sup> 1895</i>  |
| 1   | <i>SW by W</i> | 1             |         |                    |       |           |         | <i>30.5</i> |                  |                    |           | <i>This day begins with continued</i>       |
| 2   | <i>"</i>       | 1             |         |                    |       |           |         |             |                  |                    |           | <i>light variable winds at times</i>        |
| 3   | <i>"</i>       | 1             |         |                    |       |           |         |             |                  |                    |           | <i>quite calm, no indication of</i>         |
| 4   | <i>"</i>       | 1             |         |                    |       |           |         |             |                  |                    |           | <i>a breeze to be seen anywhere</i>         |
| 5   | <i>"</i>       | 1             |         |                    |       |           |         |             |                  |                    |           | <i>yards kept constantly trimmed to</i>     |
| 6   | <i>"</i>       | 1             |         |                    |       |           |         |             |                  |                    |           | <i>every passing air.</i>                   |
| 7   | <i>"</i>       | 1             |         |                    |       |           |         |             |                  |                    |           |                                             |
| 8   | <i>"</i>       | 1             |         |                    |       |           |         |             |                  |                    |           | <i>People employed overhauling</i>          |
| 9   | <i>"</i>       | 1             |         |                    |       |           |         |             |                  |                    |           | <i>rother sundries</i>                      |
| 10  | <i>"</i>       | 1             |         |                    |       |           |         |             |                  |                    |           | <i>two of crew repairing sails</i>          |
| 11  | <i>"</i>       | 1             |         |                    |       |           |         |             |                  |                    |           |                                             |
| 12  | <i>"</i>       | 1             |         |                    |       |           |         |             |                  |                    |           |                                             |
| 1   | <i>SW by W</i> | 2             |         |                    |       |           |         | <i>30.5</i> |                  |                    |           | <i>Continued light air varying</i>          |
| 2   | <i>"</i>       | 2             |         |                    |       |           |         |             |                  |                    |           | <i>from West to North &amp; South-East</i>  |
| 3   | <i>"</i>       | 2             |         |                    |       |           |         |             |                  |                    |           | <i>continued so the remainder of</i>        |
| 4   | <i>"</i>       | 2             |         |                    |       |           |         |             |                  |                    |           | <i>this day. Sky clouded &amp; overcast</i> |
| 5   | <i>"</i>       | 2             |         |                    |       |           |         |             |                  |                    |           | <i>Sea smooth, northerly swell.</i>         |
| 6   | <i>"</i>       | 2             |         |                    |       |           |         |             |                  |                    |           | <i>Several vessels in sight.</i>            |
| 7   | <i>"</i>       | 2             |         |                    |       |           |         |             |                  |                    |           |                                             |
| 8   | <i>"</i>       | 2             |         |                    |       |           |         |             |                  |                    |           |                                             |
| 9   | <i>"</i>       | 2             |         |                    |       |           |         |             |                  |                    |           |                                             |
| 10  | <i>"</i>       | 2             |         |                    |       |           |         |             |                  |                    |           | <i>All lights lookouts pumps &amp;</i>      |
| 11  | <i>"</i>       | 2             |         |                    |       |           |         |             |                  |                    |           | <i>Ventilators &amp; tridly attended to</i> |
| 12  | <i>"</i>       | 2             |         |                    |       |           |         |             |                  |                    |           |                                             |

## BEARING &amp; DISTANCE AT NOON

| COURSE         | DISTANCE  | Difference Latitude | Departure | Latitude by Account | Latitude Observed | Difference of Longitude | Longitude by Account | Longitude by Chronometer | Longitude Observed | Variation | Distance Run per Patent Log |
|----------------|-----------|---------------------|-----------|---------------------|-------------------|-------------------------|----------------------|--------------------------|--------------------|-----------|-----------------------------|
| <i>SW by W</i> | <i>40</i> | <i>31</i>           | <i>25</i> | <i>31.10</i>        | <i>31.09</i>      | <i>29</i>               | <i>16.30</i>         | <i>16.28</i>             | <i>16.28</i>       | <i>21</i> |                             |

## ON THE LOOK-OUT

| From      | To        |
|-----------|-----------|
| <i>6</i>  | <i>8</i>  |
| <i>8</i>  | <i>10</i> |
| <i>10</i> | <i>12</i> |
| <i>12</i> | <i>2</i>  |
| <i>2</i>  | <i>4</i>  |
| <i>4</i>  | <i>6</i>  |

## NAME

*Horn an  
He  
Rex dore  
Basham  
Hutch  
Harrison*

## LANTERNS HUNG OUT

From *Sunset* To *Sunrise*

*O. Richmond*

Mate.

Master.

CHIEF OFFICER'S LOG.

| Hrs | Course | Distance Run | WINDS—see Formula | Direction | Force | Sail Set | Lee Way | Barometer | Temperature Air | Temperature Water | Remarks, &c.                       |
|-----|--------|--------------|-------------------|-----------|-------|----------|---------|-----------|-----------------|-------------------|------------------------------------|
| 1   | W/N    | 1            | SE                | 0.5       | —     | 30%      | —       |           |                 |                   | Friday April 26 <sup>th</sup> 1896 |
| 2   |        |              |                   |           |       |          |         |           |                 |                   | This day begins with light         |
| 3   |        |              |                   |           |       |          |         |           |                 |                   | freshly air nearly calm            |
| 4   |        |              |                   |           |       |          |         |           |                 |                   | ship fast steering. Light from     |
| 5   |        |              |                   |           |       |          |         |           |                 |                   | clouds moving slowly from West     |
| 6   |        |              |                   |           |       |          |         |           |                 |                   | People generally employed          |
| 7   |        |              |                   |           |       |          |         |           |                 |                   | Two crew repairing sails           |
| 8   |        |              |                   |           |       |          |         |           |                 |                   |                                    |
| 9   |        |              |                   |           |       |          |         |           |                 |                   |                                    |
| 10  |        |              |                   |           |       |          |         |           |                 |                   |                                    |
| 11  |        |              |                   |           |       |          |         |           |                 |                   |                                    |
| 12  |        |              |                   |           |       |          |         |           |                 |                   |                                    |
| 1   | W/N    | 1            | SE                | 0.5       | —     | 30%      | —       |           |                 |                   | Sat—light freshly air              |
| 2   |        |              |                   |           |       |          |         |           |                 |                   | calm—westwardly swell              |
| 3   |        |              |                   |           |       |          |         |           |                 |                   | light cumulus stratus from         |
| 4   |        |              |                   |           |       |          |         |           |                 |                   | the Westward                       |
| 5   |        |              |                   |           |       |          |         |           |                 |                   |                                    |
| 6   |        |              |                   |           |       |          |         |           |                 |                   | Continued as above through-        |
| 7   |        |              |                   |           |       |          |         |           |                 |                   | out the remainder of the day.      |
| 8   |        |              |                   |           |       |          |         |           |                 |                   |                                    |
| 9   |        |              |                   |           |       |          |         |           |                 |                   |                                    |
| 10  |        |              |                   |           |       |          |         |           |                 |                   | All light lookout pumps &          |
| 11  |        |              |                   |           |       |          |         |           |                 |                   | ventilator strictly attended to    |
| 12  |        |              |                   |           |       |          |         |           |                 |                   |                                    |

BEARING & DISTANCE AT NOON.

| COURSE | DISTANCE | Difference Latitude | Departure | Latitude by Account | Latitude Observed | Difference of Longitude | Longitude by Account | Longitude by Chronometer | Longitude Observed | Variation | Distance Run per Patent Log |
|--------|----------|---------------------|-----------|---------------------|-------------------|-------------------------|----------------------|--------------------------|--------------------|-----------|-----------------------------|
| W/N    | 25.      | 15.                 | 14        | 30.59               | 30.51             | 20                      | 1648                 | 1649                     | 1649               | 19"       |                             |

ON THE LOOK-OUT

| From | To | NAME       | LANTERNS HUNG OUT      |
|------|----|------------|------------------------|
| 6    | 8  | St. Herman | From Sunset To Sunrise |
| 8    | 10 | St. Basil  |                        |
| 10   | 12 | St. Basil  |                        |
| 12   | 2  | St. Basil  |                        |
| 2    | 4  | St. Basil  |                        |
| 4    | 6  | St. Basil  |                        |

O Richmond

Mate.

Master.

CHIEF OFFICER'S LOG.

| Hrs | Course | Distance Run | WINDS—see Formula | Direction | Force | Sail Set | Lee Way | Barometer | Temperature Air | Temperature Water | Remarks, &c.                          |
|-----|--------|--------------|-------------------|-----------|-------|----------|---------|-----------|-----------------|-------------------|---------------------------------------|
| 1   | W/N    | 1            | SE                | 0.5       | —     | 30%      | —       |           |                 |                   | Saturday April 27 <sup>th</sup> 1896  |
| 2   |        |              |                   |           |       |          |         |           |                 |                   | This day begins with breeze blowing   |
| 3   |        |              |                   |           |       |          |         |           |                 |                   | up from the Northward gradually       |
| 4   |        |              |                   |           |       |          |         |           |                 |                   | gaining strength, sky clear, cum      |
| 5   |        |              |                   |           |       |          |         |           |                 |                   | clouds around the horizon, sea smooth |
| 6   |        |              |                   |           |       |          |         |           |                 |                   | weather very fine—                    |
| 7   |        |              |                   |           |       |          |         |           |                 |                   | People variously employed             |
| 8   |        |              |                   |           |       |          |         |           |                 |                   | two crew at sails—repairing           |
| 9   |        |              |                   |           |       |          |         |           |                 |                   | Paravents being down aloft also       |
| 10  |        |              |                   |           |       |          |         |           |                 |                   | sterns and windlass, Wmoke etc        |
| 11  |        |              |                   |           |       |          |         |           |                 |                   |                                       |
| 12  |        |              |                   |           |       |          |         |           |                 |                   |                                       |
| 1   | W/N    | 1            | SE                | 0.5       | —     | 30%      | —       |           |                 |                   | Fresh breeze, beginning of            |
| 2   |        |              |                   |           |       |          |         |           |                 |                   | trade wind, cumulus clouds            |
| 3   |        |              |                   |           |       |          |         |           |                 |                   | from the N.E. weather fine & clear    |
| 4   |        |              |                   |           |       |          |         |           |                 |                   | Decks washed down all parts           |
| 5   |        |              |                   |           |       |          |         |           |                 |                   | & thoroughly cleaned.                 |
| 6   |        |              |                   |           |       |          |         |           |                 |                   |                                       |
| 7   |        |              |                   |           |       |          |         |           |                 |                   |                                       |
| 8   |        |              |                   |           |       |          |         |           |                 |                   |                                       |
| 9   |        |              |                   |           |       |          |         |           |                 |                   |                                       |
| 10  |        |              |                   |           |       |          |         |           |                 |                   | All lights look-out pumps &           |
| 11  |        |              |                   |           |       |          |         |           |                 |                   | ventilators & strictly attended to.   |
| 12  |        |              |                   |           |       |          |         |           |                 |                   |                                       |

BEARING & DISTANCE AT NOON.

| COURSE | DISTANCE | Difference Latitude | Departure | Latitude by Account | Latitude Observed | Difference of Longitude | Longitude by Account | Longitude by Chronometer | Longitude Observed | Variation | Distance Run per Patent Log |
|--------|----------|---------------------|-----------|---------------------|-------------------|-------------------------|----------------------|--------------------------|--------------------|-----------|-----------------------------|
| W/N    | 106.     | 85                  | 2906      | 29 05               | 29 04             | 18 24                   | 18 26                | 18 26                    | 18 26              | 19"       |                             |

ON THE LOOK-OUT

| From | To | NAME      | LANTERNS HUNG OUT      |
|------|----|-----------|------------------------|
| 6    | 8  | St. Basil | From Sunset To Sunrise |
| 8    | 10 | St. Basil |                        |
| 10   | 12 | St. Basil |                        |
| 12   | 2  | St. Basil |                        |
| 2    | 4  | St. Basil |                        |
| 4    | 6  | St. Basil |                        |

O Richmond

Mate.

Master.

LOG of the Ship *Entropi*  
From *L'pool*Towards *Wellington.*

## CHIEF OFFICER'S LOG.

| Hrs | Course         | Distance Run |         | WINDS—see Formula. |       |          |         | REMARKS, &c. |                 |                   |           |                                              |  |
|-----|----------------|--------------|---------|--------------------|-------|----------|---------|--------------|-----------------|-------------------|-----------|----------------------------------------------|--|
|     |                | Knots        | Fathoms | Direction          | Force | Ball Set | Lee Way | Barometer    | Temperature Air | Temperature Water | Deviation |                                              |  |
| 1   | <i>SW by N</i> | 6            | 12      | <i>W.</i>          | 4     |          |         |              |                 |                   |           | <i>Sunday. April 28<sup>th</sup> 1895.</i>   |  |
| 2   | "              | 6            | 12      |                    |       |          |         |              |                 |                   |           | <i>This day begins with fine</i>             |  |
| 3   | "              | 6            | 12      |                    |       |          |         |              |                 |                   |           | <i>fresh Trade wind clear fine</i>           |  |
| 4   | "              | 6            | 12      |                    |       |          |         |              |                 |                   |           | <i>Sea smooth, cumulus clouds</i>            |  |
| 5   | "              | 6            | 12      |                    |       |          |         |              |                 |                   |           | <i>from the N.E.</i>                         |  |
| 6   | "              | 6            | 12      |                    |       |          |         |              |                 |                   |           |                                              |  |
| 7   | "              | 6            | 12      |                    |       |          |         |              |                 |                   |           | <i>Sunday Respects.</i>                      |  |
| 8   | "              | 6            | 12      |                    |       |          |         |              |                 |                   |           |                                              |  |
| 9   | "              | 6            | 12      |                    |       |          |         |              |                 |                   |           |                                              |  |
| 10  | "              | 6            | 12      |                    |       |          |         |              |                 |                   |           |                                              |  |
| 11  | "              | 6            | 12      |                    |       |          |         |              |                 |                   |           |                                              |  |
| 12  | "              | 6            | 12      |                    |       |          |         |              |                 |                   |           |                                              |  |
| 1   | <i>SW by N</i> | 6            |         | <i>NE</i>          | 6     |          |         |              |                 |                   |           | <i>Mid-Watman Steady Trade</i>               |  |
| 2   | "              | 6            |         |                    |       |          |         |              |                 |                   |           | <i>wind rather unsteady in force</i>         |  |
| 3   | "              | 6            |         |                    |       |          |         |              |                 |                   |           | <i>weather as above stated</i>               |  |
| 4   | "              | 6            |         |                    |       |          |         |              |                 |                   |           |                                              |  |
| 5   | "              | 6            |         |                    |       |          |         |              |                 |                   |           | <i>One shot in night hall down</i>           |  |
| 6   | "              | 6            |         |                    |       |          |         |              |                 |                   |           | <i>to the Westward of us, going</i>          |  |
| 7   | "              | 6            |         |                    |       |          |         |              |                 |                   |           | <i>same way.</i>                             |  |
| 8   | "              | 6            |         |                    |       |          |         |              |                 |                   |           |                                              |  |
| 9   | "              | 6            |         |                    |       |          |         |              |                 |                   |           |                                              |  |
| 10  | "              | 6            |         |                    |       |          |         |              |                 |                   |           | <i>All lights look out pumps</i>             |  |
| 11  | "              | 6            |         |                    |       |          |         |              |                 |                   |           | <i>&amp; Ventilator strictly attended to</i> |  |
| 12  | "              | 6            |         |                    |       |          |         |              |                 |                   |           |                                              |  |

BEARING &amp; DISTANCE AT NOON.

| COURSE      | DISTANCE   | Difference Latitude | Departure  | Latitude by Account | Latitude Observed | Difference of Longitude | Longitude by Account | Longitude by Chronometer | Longitude Observed | Variation | Distance Run per Patent Log |
|-------------|------------|---------------------|------------|---------------------|-------------------|-------------------------|----------------------|--------------------------|--------------------|-----------|-----------------------------|
| <i>330N</i> | <i>156</i> | <i>130.</i>         | <i>45.</i> | <i>26.54</i>        | <i>26.56</i>      | <i>84.</i>              | <i>1948.</i>         | <i>1948</i>              | <i>1948</i>        | <i>4m</i> |                             |

ON THE LOOK-OUT

| From      | To        |
|-----------|-----------|
| <i>6</i>  | <i>8</i>  |
| <i>8</i>  | <i>10</i> |
| <i>10</i> | <i>12</i> |
| <i>12</i> | <i>2</i>  |
| <i>2</i>  | <i>4</i>  |
| <i>4</i>  | <i>6</i>  |

NAME

*Sporn  
Krid  
Long  
Meyman  
Laurson  
Vellor*

LANTERNS HUNG OUT

*From Sunset To Sunrise**O. Richmond*

Mate.

Master.

LOG of the Ship *Entropi*  
From *L'pool*Towards *Wellington*

## CHIEF OFFICER'S LOG.

| Hrs | Course         | Distance Run |         | WINDS—see Formula. |       |          |         | REMARKS, &c. |                 |                   |           |                                                    |  |
|-----|----------------|--------------|---------|--------------------|-------|----------|---------|--------------|-----------------|-------------------|-----------|----------------------------------------------------|--|
|     |                | Knots        | Fathoms | Direction          | Force | Ball Set | Lee Way | Barometer    | Temperature Air | Temperature Water | Deviation |                                                    |  |
| 1   | <i>SW by N</i> | 5            |         | <i>W.</i>          | 5     |          |         |              |                 |                   |           | <i>Monday. April 29<sup>th</sup> 1895.</i>         |  |
| 2   | "              | 5            |         |                    |       |          |         |              |                 |                   |           | <i>This day begins with moderate Trade</i>         |  |
| 3   | "              | 5            |         |                    |       |          |         |              |                 |                   |           | <i>wind clear fine, large masses of</i>            |  |
| 4   | "              | 5            |         |                    |       |          |         |              |                 |                   |           | <i>cumulus clouds moving from the N.E.</i>         |  |
| 5   | "              | 5            |         |                    |       |          |         |              |                 |                   |           | <i>Sea smooth.</i>                                 |  |
| 9   | "              | 5            |         |                    |       |          |         |              |                 |                   |           | <i>People employed repairing stove, re-</i>        |  |
| 7   | "              | 5            |         |                    |       |          |         |              |                 |                   |           | <i>stopping &amp; overhauling block of running</i> |  |
| 8   | "              | 5            |         |                    |       |          |         |              |                 |                   |           | <i>gear also Brass Peck.</i>                       |  |
| 9   | "              | 5            |         |                    |       |          |         |              |                 |                   |           | <i>Carpenter at his trade</i>                      |  |
| 0   | "              | 5            |         |                    |       |          |         |              |                 |                   |           | <i>two men repairing sails</i>                     |  |
| 1   | "              | 5            |         |                    |       |          |         |              |                 |                   |           |                                                    |  |
| 2   | "              | 5            |         |                    |       |          |         |              |                 |                   |           |                                                    |  |
| 1   | <i>SW</i>      | 11           |         | <i>NE.</i>         | 4     |          |         |              |                 |                   |           | <i>Trade falling slightly lighter</i>              |  |
| 2   | "              | 11           |         |                    |       |          |         |              |                 |                   |           | <i>weather &amp; sea as above stated</i>           |  |
| 3   | "              | 11           |         |                    |       |          |         |              |                 |                   |           |                                                    |  |
| 4   | "              | 11           |         |                    |       |          |         |              |                 |                   |           |                                                    |  |
| 5   | "              | 11           |         |                    |       |          |         |              |                 |                   |           |                                                    |  |
| 9   | "              | 11           |         |                    |       |          |         |              |                 |                   |           | <i>Spoke J.P. Madron homeward</i>                  |  |
| 7   | "              | 11           |         |                    |       |          |         |              |                 |                   |           | <i>bound, asked him to report as all</i>           |  |
| 8   | "              | 11           |         |                    |       |          |         |              |                 |                   |           | <i>well-</i>                                       |  |
| 9   | "              | 11           |         |                    |       |          |         |              |                 |                   |           |                                                    |  |
| 0   | "              | 11           |         |                    |       |          |         |              |                 |                   |           | <i>All lights look out pumps &amp;</i>             |  |
| 1   | "              | 11           |         |                    |       |          |         |              |                 |                   |           | <i>Ventilator strictly attended to.</i>            |  |
| 2   | "              | 11           |         |                    |       |          |         |              |                 |                   |           |                                                    |  |

BEARING &amp; DISTANCE AT NOON.

| COURSE      | DISTANCE   | Difference Latitude | Departure  | Latitude by Account | Latitude Observed | Difference of Longitude | Longitude by Account | Longitude by Chronometer | Longitude Observed | Variation  | Distance Run per Patent Log |
|-------------|------------|---------------------|------------|---------------------|-------------------|-------------------------|----------------------|--------------------------|--------------------|------------|-----------------------------|
| <i>330N</i> | <i>111</i> | <i>99.</i>          | <i>57.</i> | <i>25.16</i>        | <i>25.17</i>      | <i>65.</i>              | <i>20.57</i>         | <i>20.57</i>             | <i>20.57</i>       | <i>16m</i> |                             |

ON THE LOOK-OUT

| From      | To        |
|-----------|-----------|
| <i>6</i>  | <i>8</i>  |
| <i>8</i>  | <i>10</i> |
| <i>10</i> | <i>12</i> |
| <i>12</i> | <i>2</i>  |
| <i>2</i>  | <i>4</i>  |
| <i>4</i>  | <i>6</i>  |

NAME

*Krid  
Sporn  
Meyman  
Long  
Vellor  
Laurson*

LANTERNS HUNG OUT

*From Sunset To Sunrise**J. Richmond*

Mate.

Master.

LOG of the Ship 'Enterprise'  
From Lpool

Towards Wellington

## CHIEF OFFICER'S LOG.

| Hrs | Distance Run |         | WINDS—see Formula |       | Sail Set | Lee Way | Barometer | Temperature Air | Temperature Water | Deviation | REMARKS, &c.                         |
|-----|--------------|---------|-------------------|-------|----------|---------|-----------|-----------------|-------------------|-----------|--------------------------------------|
|     | Knots        | Fathoms | Direction         | Force |          |         |           |                 |                   |           |                                      |
|     | Course       |         |                   |       |          |         |           |                 |                   |           |                                      |
| 1   | SW           | 4       | W                 | 4     |          |         |           |                 |                   |           | Tuesday April 30 <sup>th</sup> 1895. |
| 2   |              | 4       |                   |       |          |         |           |                 |                   |           | This day begins with over-           |
| 3   |              | 4       |                   |       |          |         |           |                 |                   |           | cast weather steady trade            |
| 4   |              | 4       |                   |       |          |         |           |                 |                   |           | wind, sea smooth large               |
| 5   |              | 4       |                   |       |          |         |           |                 |                   |           | masses of cum clouds passing         |
| 6   |              | 4       |                   |       |          |         |           |                 |                   |           | along from W. frequent shower        |
| 7   |              | 4       |                   |       |          |         |           |                 |                   |           | People employed setting up Main      |
| 8   |              | 4       |                   |       |          |         |           |                 |                   |           | ginner rigging.                      |
| 9   |              | 4       |                   |       |          |         |           |                 |                   |           | Two of crew repairing sail.          |
| 10  |              | 4       |                   |       |          |         |           |                 |                   |           |                                      |
| 11  |              | 4       |                   |       |          |         |           |                 |                   |           |                                      |
| 12  |              | 4       |                   |       |          |         |           |                 |                   |           |                                      |
| 1   | SW           | 5       | W                 | 5     |          |         |           |                 |                   |           | Mid-steady breeze, clear fine        |
| 2   |              | 5       |                   |       |          |         |           |                 |                   |           |                                      |
| 3   |              | 5       |                   |       |          |         |           |                 |                   |           | Carpenter at his trade.              |
| 4   |              | 5       |                   |       |          |         |           |                 |                   |           |                                      |
| 5   |              | 5       |                   |       |          |         |           |                 |                   |           |                                      |
| 6   |              | 5       |                   |       |          |         |           |                 |                   |           |                                      |
| 7   |              | 5       |                   |       |          |         |           |                 |                   |           | Continuation of above wind           |
| 8   |              | 5       |                   |       |          |         |           |                 |                   |           | weather throughout the               |
| 9   |              | 5       |                   |       |          |         |           |                 |                   |           | time of this day.                    |
| 10  |              | 5       |                   |       |          |         |           |                 |                   |           |                                      |
| 11  |              | 5       |                   |       |          |         |           |                 |                   |           | All light lookout pumps &            |
| 12  |              | 5       |                   |       |          |         |           |                 |                   |           | ventilators strictly attended to     |

BEARING &amp; DISTANCE AT NOON

| COURSE  | DISTANCE | Difference Latitude | Departure | Latitude by Account | Latitude Observed | Difference of Longitude | Longitude by Account | Longitude by Chronometer | Longitude Observed | Variation | Distance Run per Patent Log |
|---------|----------|---------------------|-----------|---------------------|-------------------|-------------------------|----------------------|--------------------------|--------------------|-----------|-----------------------------|
| S 26° W | 110      | 99'                 | 48'       | 23° 37'             | 23° 38'           | 53'                     | 71° 44'              | 71° 45'                  | 71° 45'            | 16"       |                             |

ON THE LOOK-OUT

| From | To |
|------|----|
| 6    | 8  |
| 8    | 10 |
| 10   | 12 |
| 12   | 2  |
| 2    | 4  |
| 4    | 6  |

NAME

Sloan  
Long  
Magnum  
Lawson  
Pellach

LANTERNS HUNG OUT

From Sunset To Sunrise

O Richmond

Mate.

Master.

LOG of the Ship 'Enterprise'  
From Lpool

Towards Wellington

## CHIEF OFFICER'S LOG.

| Hrs | Distance Run |         | WINDS—see Formula |       | Sail Set | Lee Way | Barometer | Temperature Air | Temperature Water | Deviation | REMARKS, &c.                          |
|-----|--------------|---------|-------------------|-------|----------|---------|-----------|-----------------|-------------------|-----------|---------------------------------------|
|     | Knots        | Fathoms | Direction         | Force |          |         |           |                 |                   |           |                                       |
|     | Course       |         |                   |       |          |         |           |                 |                   |           |                                       |
| 1   | SW           | 6       | W                 | 6     |          |         |           |                 |                   |           | Wednesday April 1 <sup>st</sup> 1895. |
| 2   |              | 6       |                   |       |          |         |           |                 |                   |           | This day begins with fresh N-E        |
| 3   |              | 6       |                   |       |          |         |           |                 |                   |           | Trade wind clear & fine, sun clear    |
| 4   |              | 6       |                   |       |          |         |           |                 |                   |           | travelling rapidly from N.E. Sea      |
| 5   |              | 6       |                   |       |          |         |           |                 |                   |           | Moderate                              |
| 6   |              | 6       |                   |       |          |         |           |                 |                   |           | People employed overhauling blocks    |
| 7   |              | 6       |                   |       |          |         |           |                 |                   |           | two of crew repairing sail.           |
| 8   |              | 6       |                   |       |          |         |           |                 |                   |           |                                       |
| 9   |              | 6       |                   |       |          |         |           |                 |                   |           | Carpenter at his trade.               |
| 10  |              | 6       |                   |       |          |         |           |                 |                   |           |                                       |
| 11  |              | 6       |                   |       |          |         |           |                 |                   |           |                                       |
| 12  |              | 6       |                   |       |          |         |           |                 |                   |           |                                       |
| 1   | SW           | 7       | W                 | 7     |          |         |           |                 |                   |           | Mid-steady breeze, clear fine         |
| 2   |              | 7       |                   |       |          |         |           |                 |                   |           |                                       |
| 3   |              | 7       |                   |       |          |         |           |                 |                   |           |                                       |
| 4   |              | 7       |                   |       |          |         |           |                 |                   |           |                                       |
| 5   |              | 7       |                   |       |          |         |           |                 |                   |           |                                       |
| 6   |              | 7       |                   |       |          |         |           |                 |                   |           |                                       |
| 7   |              | 7       |                   |       |          |         |           |                 |                   |           | Continued as above stated             |
| 8   |              | 7       |                   |       |          |         |           |                 |                   |           | throughout the remainder of           |
| 9   |              | 7       |                   |       |          |         |           |                 |                   |           | this day.                             |
| 10  |              | 7       |                   |       |          |         |           |                 |                   |           |                                       |
| 11  |              | 7       |                   |       |          |         |           |                 |                   |           | All light lookout pumps &             |
| 12  |              | 7       |                   |       |          |         |           |                 |                   |           | ventilators strictly attended to      |

BEARING &amp; DISTANCE AT NOON

| COURSE  | DISTANCE | Difference Latitude | Departure | Latitude by Account | Latitude Observed | Difference of Longitude | Longitude by Account | Longitude by Chronometer | Longitude Observed | Variation | Distance Run per Patent Log |
|---------|----------|---------------------|-----------|---------------------|-------------------|-------------------------|----------------------|--------------------------|--------------------|-----------|-----------------------------|
| S 26° W | 114      | 114'                | 53'       | 23° 10'             | 23° 11'           | 89'                     | 73° 13'              | 73° 14'                  | 73° 14'            | 15"       |                             |

ON THE LOOK-OUT

| From | To |
|------|----|
| 6    | 8  |
| 8    | 10 |
| 10   | 12 |
| 12   | 2  |
| 2    | 4  |
| 4    | 6  |

NAME

Reed  
Sloan  
Magnum  
Lawson  
Pellach

LANTERNS HUNG OUT

From Sunset To Sunrise

O Richmond

Mate.

Master.

CHIEF OFFICER'S LOG

| Hrs | Course  | Distance Run | WINDS—see Formula | Direction | Force | Sail Set | Log Way | Temperature Air | Temperature Water | Remarks, &c.                     |
|-----|---------|--------------|-------------------|-----------|-------|----------|---------|-----------------|-------------------|----------------------------------|
|     |         | Knots        | Fathoms           |           |       |          |         |                 |                   |                                  |
| 1   | SW by W | 4            | 1/2               | NE.       | 4     |          |         |                 |                   | Thursday May 2 <sup>d</sup> 1895 |
| 2   |         | 4            | 1/2               |           |       |          |         |                 |                   | This day begins with strong      |
| 3   |         | 4            | 1/2               |           |       |          |         |                 |                   | NE trade winds clear fine        |
| 4   |         | 4            | 1/2               |           |       |          |         |                 |                   | sea moderate, large masses       |
| 5   |         | 4            | 1/2               |           |       |          |         |                 |                   | of cum clouds from the NE.       |
| 6   |         | 4            | 1/2               |           |       |          |         |                 |                   | People employed sitting at main  |
| 7   |         | 4            | 1/2               |           |       |          |         |                 |                   | lower rigging, receiving several |
| 8   |         | 4            | 1/2               |           |       |          |         |                 |                   | new lanyards on starb. side      |
| 9   |         | 4            | 1/2               |           |       |          |         |                 |                   | two of crew patchmaking.         |
| 10  |         | 4            | 1/2               |           |       |          |         |                 |                   |                                  |
| 11  |         | 4            | 1/2               |           |       |          |         |                 |                   |                                  |
| 12  |         | 4            | 1/2               |           |       |          |         |                 |                   |                                  |
| 1   | SW by W | 8            | 1/2               | NE.       | 4     |          |         |                 |                   | Continuation of above            |
| 2   |         | 8            | 1/2               |           |       |          |         |                 |                   | stated throughout the rem-       |
| 3   |         | 8            | 1/2               |           |       |          |         |                 |                   | ainde of this day                |
| 4   |         | 8            | 1/2               |           |       |          |         |                 |                   | Carpenter at his trade           |
| 5   |         | 8            | 1/2               |           |       |          |         |                 |                   |                                  |
| 6   |         | 8            | 1/2               |           |       |          |         |                 |                   |                                  |
| 7   |         | 8            | 1/2               |           |       |          |         |                 |                   |                                  |
| 8   |         | 8            | 1/2               |           |       |          |         |                 |                   |                                  |
| 9   |         | 8            | 1/2               |           |       |          |         |                 |                   |                                  |
| 10  |         | 8            | 1/2               |           |       |          |         |                 |                   | All light lookout pump           |
| 11  |         | 8            | 1/2               |           |       |          |         |                 |                   | & Ventilator strictly at-        |
| 12  |         | 8            | 1/2               |           |       |          |         |                 |                   | tended to                        |

BEARING & DISTANCE AT NOON

| COURSE  | DISTANCE | Difference Latitude | Departure | Latitude by Account | Latitude Observed | Difference of Longitude | Longitude by Account | Longitude by Chronometer | Longitude Observed | Variation Error | Distance Run per Patent Log |
|---------|----------|---------------------|-----------|---------------------|-------------------|-------------------------|----------------------|--------------------------|--------------------|-----------------|-----------------------------|
| SW by W | 189      | 184                 | 103       | 16.36               | 15.31             | 107                     | 25 02                | 25 03                    | 25 03              | 15"             |                             |

ON THE LOOK-OUT

| From | To | NAME | From | To | LANTERNS HUNG OUT |
|------|----|------|------|----|-------------------|
| 6    | 8  | Star | From | To | Star              |
| 8    | 10 | Star |      |    |                   |
| 10   | 12 | Star |      |    |                   |
| 12   | 2  | Star |      |    |                   |
| 2    | 4  | Star |      |    |                   |
| 4    | 6  | Star |      |    |                   |

O Richmond

Mate.

Master.

CHIEF OFFICER'S LOG

| Hrs | Course  | Distance Run | WINDS—see Formula | Direction | Force | Sail Set | Log Way | Temperature Air | Temperature Water | Remarks, &c.                      |
|-----|---------|--------------|-------------------|-----------|-------|----------|---------|-----------------|-------------------|-----------------------------------|
|     |         | Knots        | Fathoms           |           |       |          |         |                 |                   |                                   |
| 1   | SW by W | 8            | 1/2               | NE.       | 8     |          |         |                 |                   | Friday May 3 <sup>d</sup> 1895    |
| 2   |         | 8            | 1/2               |           |       |          |         |                 |                   | This day begins with strong NE    |
| 3   |         | 8            | 1/2               |           |       |          |         |                 |                   | trade wind clear fine sea         |
| 4   |         | 8            | 1/2               |           |       |          |         |                 |                   | moderate, cumulus clouds          |
| 5   |         | 8            | 1/2               |           |       |          |         |                 |                   | travelling rapidly from NE        |
| 6   |         | 8            | 1/2               |           |       |          |         |                 |                   | People employed repairing footrop |
| 7   |         | 8            | 1/2               |           |       |          |         |                 |                   | tm of crew Diet making            |
| 8   |         | 8            | 1/2               |           |       |          |         |                 |                   | Carpenter at his trade            |
| 9   |         | 8            | 1/2               |           |       |          |         |                 |                   |                                   |
| 10  |         | 8            | 1/2               |           |       |          |         |                 |                   |                                   |
| 11  |         | 8            | 1/2               |           |       |          |         |                 |                   |                                   |
| 12  |         | 8            | 1/2               |           |       |          |         |                 |                   |                                   |
| 1   | SW by W | 8            | 1/2               | NE.       | 8     |          |         |                 |                   | Continuation of above stated      |
| 2   |         | 8            | 1/2               |           |       |          |         |                 |                   | throughout the remainder of       |
| 3   |         | 8            | 1/2               |           |       |          |         |                 |                   | this day                          |
| 4   |         | 8            | 1/2               |           |       |          |         |                 |                   |                                   |
| 5   |         | 8            | 1/2               |           |       |          |         |                 |                   |                                   |
| 6   |         | 8            | 1/2               |           |       |          |         |                 |                   |                                   |
| 7   |         | 8            | 1/2               |           |       |          |         |                 |                   |                                   |
| 8   |         | 8            | 1/2               |           |       |          |         |                 |                   |                                   |
| 9   |         | 8            | 1/2               |           |       |          |         |                 |                   |                                   |
| 10  |         | 8            | 1/2               |           |       |          |         |                 |                   |                                   |
| 11  |         | 8            | 1/2               |           |       |          |         |                 |                   |                                   |
| 12  |         | 8            | 1/2               |           |       |          |         |                 |                   |                                   |

BEARING & DISTANCE AT NOON

| COURSE  | DISTANCE | Difference Latitude | Departure | Latitude by Account | Latitude Observed | Difference of Longitude | Longitude by Account | Longitude by Chronometer | Longitude Observed | Variation Error | Distance Run per Patent Log |
|---------|----------|---------------------|-----------|---------------------|-------------------|-------------------------|----------------------|--------------------------|--------------------|-----------------|-----------------------------|
| SW by W | 190      | 183                 | 59        | 15.30               | 15.29             | 51                      | 26.03                | 26.07                    | 26.07              | 15"             |                             |

ON THE LOOK-OUT

| From | To | NAME | From | To | LANTERNS HUNG OUT |
|------|----|------|------|----|-------------------|
| 6    | 8  | Star | From | To | Star              |
| 8    | 10 | Star |      |    |                   |
| 10   | 12 | Star |      |    |                   |
| 12   | 2  | Star |      |    |                   |
| 2    | 4  | Star |      |    |                   |
| 4    | 6  | Star |      |    |                   |

O Richmond

Mate.

Master.

LOG of the *Ship Europa*  
From *L'pool* Towards *Wellington*

CHIEF OFFICER'S LOG.

| Hrs | Distance Run |         | WINDS—see Formula |       | Sail Set | Lee Way | Barometer | Temperature Air | Temperature Water | Deviation | REMARKS, &c.                             |
|-----|--------------|---------|-------------------|-------|----------|---------|-----------|-----------------|-------------------|-----------|------------------------------------------|
|     | Knots        | Fathoms | Direction         | Force |          |         |           |                 |                   |           |                                          |
|     | <i>Coast</i> |         |                   |       |          |         |           |                 |                   |           | <i>Saturday May 4<sup>th</sup> 1895.</i> |
| 1   | 8            |         | W                 | 8     |          |         |           |                 |                   |           | This day begins with strong              |
| 2   | 8            |         |                   |       |          |         |           |                 |                   |           | W. trade wind clear & fine               |
| 3   | 8            |         |                   |       |          |         |           |                 |                   |           | sea moderate, cir-cum. clouds            |
| 4   | 8            |         |                   |       |          |         |           |                 |                   |           | from the East.                           |
| 5   | 8            |         |                   |       |          |         |           |                 |                   |           | People employed repairing                |
| 6   | 8            |         |                   |       |          |         |           |                 |                   |           | footropes & other sundries               |
| 7   | 8            |         |                   |       |          |         |           |                 |                   |           | Fire of low fire-making.                 |
| 8   | 8            |         |                   |       |          |         |           |                 |                   |           |                                          |
| 9   | 8            |         |                   |       |          |         |           |                 |                   |           |                                          |
| 10  | 8            |         |                   |       |          |         |           |                 |                   |           |                                          |
| 11  | 8            |         |                   |       |          |         |           |                 |                   |           |                                          |
| 12  | 8            |         |                   |       |          |         |           |                 |                   |           |                                          |
| 1   | 8            |         | W                 | 8     |          |         |           |                 |                   |           | Mid-continuation of above                |
| 2   | 8            |         |                   |       |          |         |           |                 |                   |           | stated wind variation through-           |
| 3   | 8            |         |                   |       |          |         |           |                 |                   |           | out the remainder of this day.           |
| 4   | 8            |         |                   |       |          |         |           |                 |                   |           | Chaps. oil down aloft                    |
| 5   | 8            |         |                   |       |          |         |           |                 |                   |           | striking gear windlass which             |
| 6   | 8            |         |                   |       |          |         |           |                 |                   |           | donkey engine is—                        |
| 7   | 8            |         |                   |       |          |         |           |                 |                   |           | Donk. worked down & all                  |
| 8   | 8            |         |                   |       |          |         |           |                 |                   |           | Boats &c thoroughly cleaned              |
| 9   | 8            |         |                   |       |          |         |           |                 |                   |           |                                          |
| 10  | 8            |         |                   |       |          |         |           |                 |                   |           |                                          |
| 11  | 8            |         |                   |       |          |         |           |                 |                   |           | All light lookout pumps &                |
| 12  | 8            |         |                   |       |          |         |           |                 |                   |           | Ventilator strictly attended to.         |

BEARING & DISTANCE AT NOON.

| COURSE         | DISTANCE   | Difference Latitude | Departure | Latitude by Account | Latitude Observed | Difference of Longitude | Longitude by Account | Longitude by Chronometer | Longitude Observed | Variation     | Distance Run per Patent Log |
|----------------|------------|---------------------|-----------|---------------------|-------------------|-------------------------|----------------------|--------------------------|--------------------|---------------|-----------------------------|
| <i>N 1/2 E</i> | <i>195</i> | <i>190</i>          | <i>48</i> | <i>13 19</i>        | <i>13 30</i>      | <i>11</i>               | <i>25 17</i>         | <i>25 18</i>             | <i>25 18</i>       | <i>19 1/2</i> |                             |

ON THE LOOK-OUT

NAME

LANTERNS HUNG OUT

|      |    |                |               |                |
|------|----|----------------|---------------|----------------|
| From | To | NAME           | From          | To             |
| 6    | 8  | <i>Shy an</i>  | <i>Sunset</i> | <i>Sunrise</i> |
| 8    | 10 | <i>Wid</i>     |               |                |
| 10   | 12 | <i>Long</i>    |               |                |
| 12   | 2  | <i>Magnus</i>  |               |                |
| 2    | 4  | <i>Lawson</i>  |               |                |
| 4    | 6  | <i>Pollock</i> |               |                |

*Richmond*

Mate.

Master.

LOG of the *Ship Europa*  
From *L'pool* Towards *Wellington*

CHIEF OFFICER'S LOG.

| Hrs | Distance Run |         | WINDS—see Formula |       | Sail Set | Lee Way | Barometer | Temperature Air | Temperature Water | Deviation | REMARKS, &c.                           |
|-----|--------------|---------|-------------------|-------|----------|---------|-----------|-----------------|-------------------|-----------|----------------------------------------|
|     | Knots        | Fathoms | Direction         | Force |          |         |           |                 |                   |           |                                        |
|     | <i>Coast</i> |         |                   |       |          |         |           |                 |                   |           | <i>Sunday May 5<sup>th</sup> 1895.</i> |
| 1   | 8            |         | W                 | 8     |          |         |           |                 |                   |           | This day begins with fresh trade       |
| 2   | 8            |         |                   |       |          |         |           |                 |                   |           | wind, drawing more easterly.           |
| 3   | 8            |         |                   |       |          |         |           |                 |                   |           | sky clouded & overcast. Sea-much       |
| 4   | 8            |         |                   |       |          |         |           |                 |                   |           |                                        |
| 5   | 8            |         |                   |       |          |         |           |                 |                   |           |                                        |
| 6   | 8            |         |                   |       |          |         |           |                 |                   |           |                                        |
| 7   | 8            |         |                   |       |          |         |           |                 |                   |           |                                        |
| 8   | 8            |         |                   |       |          |         |           |                 |                   |           |                                        |
| 9   | 8            |         |                   |       |          |         |           |                 |                   |           |                                        |
| 10  | 8            |         |                   |       |          |         |           |                 |                   |           |                                        |
| 11  | 8            |         |                   |       |          |         |           |                 |                   |           |                                        |
| 12  | 8            |         |                   |       |          |         |           |                 |                   |           |                                        |
| 1   | 8            |         | W                 | 8     |          |         |           |                 |                   |           | <i>Sunday Respected.</i>               |
| 2   | 8            |         |                   |       |          |         |           |                 |                   |           |                                        |
| 3   | 8            |         |                   |       |          |         |           |                 |                   |           |                                        |
| 4   | 8            |         |                   |       |          |         |           |                 |                   |           |                                        |
| 5   | 8            |         |                   |       |          |         |           |                 |                   |           |                                        |
| 6   | 8            |         |                   |       |          |         |           |                 |                   |           |                                        |
| 7   | 8            |         |                   |       |          |         |           |                 |                   |           |                                        |
| 8   | 8            |         |                   |       |          |         |           |                 |                   |           |                                        |
| 9   | 8            |         |                   |       |          |         |           |                 |                   |           |                                        |
| 10  | 8            |         |                   |       |          |         |           |                 |                   |           |                                        |
| 11  | 8            |         |                   |       |          |         |           |                 |                   |           |                                        |
| 12  | 8            |         |                   |       |          |         |           |                 |                   |           |                                        |
| 1   | 8            |         | W                 | 8     |          |         |           |                 |                   |           | Continued as above, wind               |
| 2   | 8            |         |                   |       |          |         |           |                 |                   |           | slightly decreasing in force.          |
| 3   | 8            |         |                   |       |          |         |           |                 |                   |           | sky clouded & overcast. dull           |
| 4   | 8            |         |                   |       |          |         |           |                 |                   |           | stains in appearance.                  |
| 5   | 8            |         |                   |       |          |         |           |                 |                   |           |                                        |
| 6   | 8            |         |                   |       |          |         |           |                 |                   |           |                                        |
| 7   | 8            |         |                   |       |          |         |           |                 |                   |           |                                        |
| 8   | 8            |         |                   |       |          |         |           |                 |                   |           |                                        |
| 9   | 8            |         |                   |       |          |         |           |                 |                   |           |                                        |
| 10  | 8            |         |                   |       |          |         |           |                 |                   |           |                                        |
| 11  | 8            |         |                   |       |          |         |           |                 |                   |           |                                        |
| 12  | 8            |         |                   |       |          |         |           |                 |                   |           |                                        |

BEARING & DISTANCE AT NOON.

| COURSE         | DISTANCE   | Difference Latitude | Departure | Latitude by Account | Latitude Observed | Difference of Longitude | Longitude by Account | Longitude by Chronometer | Longitude Observed | Variation     | Distance Run per Patent Log |
|----------------|------------|---------------------|-----------|---------------------|-------------------|-------------------------|----------------------|--------------------------|--------------------|---------------|-----------------------------|
| <i>N 1/2 E</i> | <i>160</i> | <i>160</i>          | <i>06</i> | <i>9 40</i>         | <i>9 39</i>       | <i>6</i>                | <i>25 11</i>         | <i>25 17</i>             | <i>25 17</i>       | <i>19 1/2</i> |                             |

ON THE LOOK-OUT

NAME

LANTERNS HUNG OUT

|      |    |                 |               |                |
|------|----|-----------------|---------------|----------------|
| From | To | NAME            | From          | To             |
| 6    | 8  | <i>Long</i>     | <i>Sunset</i> | <i>Sunrise</i> |
| 8    | 10 | <i>Magnus</i>   |               |                |
| 10   | 12 | <i>Lawson</i>   |               |                |
| 12   | 2  | <i>Pollock</i>  |               |                |
| 2    | 4  | <i>Johnston</i> |               |                |
| 4    | 6  | <i>Royal</i>    |               |                |

*Richmond*

Mate.

Master.

Enterprise  
L'pool

Wellington

## CHIEF OFFICER'S LOG

| Hrs | Distance Run. |       |         | WINDS—see Formula. |       | Sail Set. | Lee Way | Barometer | Temperature Air | Temperature Water | Deviation | REMARKS, &c.                     |
|-----|---------------|-------|---------|--------------------|-------|-----------|---------|-----------|-----------------|-------------------|-----------|----------------------------------|
|     | Course        | Knots | Fathoms | Direction          | Force |           |         |           |                 |                   |           |                                  |
| 1   | SE            | 6     |         | W                  | 6     |           |         |           |                 |                   |           | Monday May 6 <sup>th</sup> 1895. |
| 2   |               | 6     |         |                    |       |           |         |           |                 |                   |           | This day begins with morning     |
| 3   |               | 6     |         |                    |       |           |         |           |                 |                   |           | first trade wind sky almost      |
| 4   |               | 6     |         |                    |       |           |         |           |                 |                   |           | overcast. Sea moderate.          |
| 5   |               | 6     |         |                    |       |           |         |           |                 |                   |           | People employed variously        |
| 6   |               | 6     |         |                    |       |           |         |           |                 |                   |           | aloft & in deck.                 |
| 7   |               | 6     |         |                    |       |           |         |           |                 |                   |           | Two of crew sail making          |
| 8   |               | 6     |         |                    |       |           |         |           |                 |                   |           | Carpenter at his trade.          |
| 9   |               | 6     |         |                    |       |           |         |           |                 |                   |           |                                  |
| 10  |               | 6     |         |                    |       |           |         |           |                 |                   |           |                                  |
| 11  |               | 6     |         |                    |       |           |         |           |                 |                   |           |                                  |
| 12  |               | 6     |         |                    |       |           |         |           |                 |                   |           |                                  |
| 1   | SE            | 6     |         | W                  | 6     |           |         |           |                 |                   |           | Mid-continued first trade        |
| 2   |               | 6     |         |                    |       |           |         |           |                 |                   |           | wind cloudy fine                 |
| 3   |               | 6     |         |                    |       |           |         |           |                 |                   |           |                                  |
| 4   |               | 6     |         |                    |       |           |         |           |                 |                   |           |                                  |
| 5   |               | 6     |         |                    |       |           |         |           |                 |                   |           |                                  |
| 6   |               | 6     |         |                    |       |           |         |           |                 |                   |           | Continuation of above            |
| 7   |               | 6     |         |                    |       |           |         |           |                 |                   |           | throughout the remainder of      |
| 8   |               | 6     |         |                    |       |           |         |           |                 |                   |           | this day                         |
| 9   |               | 6     |         |                    |       |           |         |           |                 |                   |           |                                  |
| 10  |               | 6     |         |                    |       |           |         |           |                 |                   |           | All light lookout pumps &        |
| 11  |               | 6     |         |                    |       |           |         |           |                 |                   |           | ventilators strictly attended to |
| 12  |               | 6     |         |                    |       |           |         |           |                 |                   |           |                                  |

BEARING &amp; DISTANCE AT NOON

| COURSE | DISTANCE | Difference Latitude | Departure | Latitude by Account | Latitude Observed | Difference of Longitude | Longitude by Account | Longitude by Chronometer | Longitude Observed | Variation | Distance Run per Patent Log |
|--------|----------|---------------------|-----------|---------------------|-------------------|-------------------------|----------------------|--------------------------|--------------------|-----------|-----------------------------|
| SE     | 144      | 143                 | 15        | 4° 14'              | 4° 18'            | 15                      | 24° 56'              | 24° 54'                  | 24° 54'            | 19"       |                             |

ON THE LOOK-OUT

| From | To |
|------|----|
| 6    | 8  |
| 8    | 10 |
| 10   | 12 |
| 12   | 2  |
| 2    | 4  |
| 4    | 6  |

NAME

Magnussen  
Lohy  
Lambert  
Lambert  
Royal  
Johnston

LANTERNS HUNG OUT

From Sunset To Sunrise

P. Richmond

Mate.

Master.

Enterprise  
L'pool

Wellington

## CHIEF OFFICER'S LOG.

| Hrs | Distance Run. |       |         | WINDS—see Formula. |       | Sail Set. | Lee Way | Barometer | Temperature Air | Temperature Water | Deviation | REMARKS, &c.                          |
|-----|---------------|-------|---------|--------------------|-------|-----------|---------|-----------|-----------------|-------------------|-----------|---------------------------------------|
|     | Course        | Knots | Fathoms | Direction          | Force |           |         |           |                 |                   |           |                                       |
| 1   | SE            | 6     |         | W                  | 6     |           |         |           |                 |                   |           | Tuesday May 7 <sup>th</sup> 1895.     |
| 2   |               | 6     |         |                    |       |           |         |           |                 |                   |           | This day begins with fresh N          |
| 3   |               | 6     |         |                    |       |           |         |           |                 |                   |           | trade wind cloudy fine, lower         |
| 4   |               | 6     |         |                    |       |           |         |           |                 |                   |           | strata of clouds from N. Upper strata |
| 5   |               | 6     |         |                    |       |           |         |           |                 |                   |           | from the S.E. sea smoke.              |
| 9   |               | 6     |         |                    |       |           |         |           |                 |                   |           | People variously employed             |
| 7   |               | 6     |         |                    |       |           |         |           |                 |                   |           | repairing aloft.                      |
| 8   |               | 6     |         |                    |       |           |         |           |                 |                   |           | Two of crew repairing sail.           |
| 9   |               | 6     |         |                    |       |           |         |           |                 |                   |           | Carpenter at his trade.               |
| 10  |               | 6     |         |                    |       |           |         |           |                 |                   |           |                                       |
| 11  |               | 6     |         |                    |       |           |         |           |                 |                   |           |                                       |
| 12  |               | 6     |         |                    |       |           |         |           |                 |                   |           |                                       |
| 1   | SE            | 6     |         | W                  | 6     |           |         |           |                 |                   |           | clouds & fine, fresh trade wind       |
| 2   |               | 6     |         |                    |       |           |         |           |                 |                   |           | upper strata of cloud from S.E.       |
| 3   |               | 6     |         |                    |       |           |         |           |                 |                   |           | sky indicative of a change            |
| 4   |               | 6     |         |                    |       |           |         |           |                 |                   |           |                                       |
| 5   |               | 6     |         |                    |       |           |         |           |                 |                   |           |                                       |
| 9   |               | 6     |         |                    |       |           |         |           |                 |                   |           | Continuation of above wind            |
| 7   |               | 6     |         |                    |       |           |         |           |                 |                   |           | & weather throughout the rem          |
| 8   |               | 6     |         |                    |       |           |         |           |                 |                   |           | ainder of this day.                   |
| 9   |               | 6     |         |                    |       |           |         |           |                 |                   |           |                                       |
| 10  |               | 6     |         |                    |       |           |         |           |                 |                   |           |                                       |
| 11  |               | 6     |         |                    |       |           |         |           |                 |                   |           | All light lookout pumps &             |
| 12  |               | 6     |         |                    |       |           |         |           |                 |                   |           | ventilators strictly attended to      |

BEARING &amp; DISTANCE AT NOON

| COURSE | DISTANCE | Difference Latitude | Departure | Latitude by Account | Latitude Observed | Difference of Longitude | Longitude by Account | Longitude by Chronometer | Longitude Observed | Variation | Distance Run per Patent Log |
|--------|----------|---------------------|-----------|---------------------|-------------------|-------------------------|----------------------|--------------------------|--------------------|-----------|-----------------------------|
| SE     | 144      | 144                 | 15        | 4° 50'              | 4° 50'            |                         | 24° 56'              | 24° 56'                  | 24° 54'            | 19"       |                             |

ON THE LOOK-OUT

| From | To |
|------|----|
| 6    | 8  |
| 8    | 10 |
| 10   | 12 |
| 12   | 2  |
| 2    | 4  |
| 4    | 6  |

NAME

Lohy  
Magnussen  
Lambert  
Lambert  
Royal  
Johnston

LANTERNS HUNG OUT

From Sunset To Sunrise

P. Richmond

Mate.

Master.

## CHIEF OFFICER'S LOG

| Hrs | Course | Rate | Path | Direction | Force | Sail Set | Lee Way | Barometer | Temperature Air | Temperature Water | Deviation | REMARKS, &c.                       |
|-----|--------|------|------|-----------|-------|----------|---------|-----------|-----------------|-------------------|-----------|------------------------------------|
| 1   | SEW    | 3    | 1/2  | NE        | 3     |          | 3/4     |           |                 |                   |           | Wednesday May 8 <sup>th</sup> 1895 |
| 2   |        | 3    | 1/2  |           |       |          |         |           |                 |                   |           | This day begins with light         |
| 3   |        | 3    | 1/2  |           |       |          |         |           |                 |                   |           | W breeze, sky indicative           |
| 4   |        | 3    | 1/2  |           |       |          |         |           |                 |                   |           | of rain, heavy bank rises          |
| 5   |        | 3    | 1/2  |           |       |          |         |           |                 |                   |           | in SE. sea smooth. clouds          |
| 6   |        | 3    | 1/2  |           |       |          |         |           |                 |                   |           | from SE.                           |
| 7   |        | 3    | 1/2  | SE        |       |          |         |           |                 |                   |           | Winds shifted to SE. heavy rain    |
| 8   |        | 3    | 1/2  |           |       |          |         |           |                 |                   |           | People employed cleaning           |
| 9   |        | 3    | 1/2  |           |       |          |         |           |                 |                   |           | Paintwork.                         |
| 10  |        | 3    | 1/2  |           |       |          |         |           |                 |                   |           | Carpenter at his trade.            |
| 11  |        | 3    | 1/2  |           |       |          |         |           |                 |                   |           |                                    |
| 12  |        | 3    | 1/2  | East      |       |          |         |           |                 |                   |           |                                    |
| 1   | SEW    | 3    | 1/2  |           |       |          | 3/4     |           |                 |                   |           | Variable light winds with          |
| 2   |        | 3    | 1/2  |           |       |          |         |           |                 |                   |           | occasional heavy showers           |
| 3   |        | 3    | 1/2  |           |       |          |         |           |                 |                   |           | of rain                            |
| 4   |        | 3    | 1/2  |           |       |          |         |           |                 |                   |           |                                    |
| 5   |        | 3    | 1/2  | NE        |       |          |         |           |                 |                   |           | Continued variable light           |
| 6   |        | 3    | 1/2  |           |       |          |         |           |                 |                   |           | winds & rain throughout            |
| 7   |        | 3    | 1/2  |           |       |          |         |           |                 |                   |           | the remainder of this day          |
| 8   |        | 3    | 1/2  |           |       |          |         |           |                 |                   |           |                                    |
| 9   |        | 3    | 1/2  |           |       |          |         |           |                 |                   |           |                                    |
| 10  |        | 3    | 1/2  |           |       |          |         |           |                 |                   |           | All light lookout pumps            |
| 11  |        | 3    | 1/2  |           |       |          |         |           |                 |                   |           | & Ventilator strictly attended to  |
| 12  |        | 3    | 1/2  |           |       |          |         |           |                 |                   |           |                                    |

BEARING &amp; DISTANCE AT NOON

| COURSE | DISTANCE | Difference Latitude | Departure | Latitude by Account | Latitude Observed | Difference of Longitude | Longitude by Account | Longitude by Chronometer | Longitude Observed | Variation | Distance Run per Patent Log |
|--------|----------|---------------------|-----------|---------------------|-------------------|-------------------------|----------------------|--------------------------|--------------------|-----------|-----------------------------|
| SEW    | 96       | 93                  | 19        | 3.14                | —                 | 19                      | 25.18                | 25.18                    | 25.18              | 4m        | 4m                          |

ON THE LOOK-OUT

| From | To | NAME     | From   | To      | NAME    |
|------|----|----------|--------|---------|---------|
| 6    | 8  | Magnus   | Sunset | Sunrise | Sunrise |
| 8    | 10 | Lony     |        |         |         |
| 10   | 12 | Pollok   |        |         |         |
| 12   | 2  | Lawson   |        |         |         |
| 2    | 4  | Royal    |        |         |         |
| 4    | 6  | Johnston |        |         |         |

O Richmond

Mate.

Master.

## CHIEF OFFICER'S LOG.

| Hrs | Course | Rate | Path | Direction | Force | Sail Set | Lee Way | Barometer | Temperature Air | Temperature Water | Deviation | REMARKS, &c.                         |
|-----|--------|------|------|-----------|-------|----------|---------|-----------|-----------------|-------------------|-----------|--------------------------------------|
| 1   | SEW    | 2    | 1/2  | NE        | 2     |          | 3/4     |           |                 |                   |           | Thursday May 9 <sup>th</sup> 1895    |
| 2   |        | 2    | 1/2  |           |       |          |         |           |                 |                   |           | This day begins with light           |
| 3   |        | 2    | 1/2  |           |       |          |         |           |                 |                   |           | W winds, heavy rain squalls          |
| 4   |        | 2    | 1/2  |           |       |          |         |           |                 |                   |           | occasionally sea smooth, sky         |
| 5   |        | 2    | 1/2  |           |       |          |         |           |                 |                   |           | overcast.                            |
| 6   |        | 2    | 1/2  |           |       |          |         |           |                 |                   |           | People employed cleaning ship        |
| 7   |        | 2    | 1/2  |           |       |          |         |           |                 |                   |           | Tradesman at his trade.              |
| 8   |        | 2    | 1/2  |           |       |          |         |           |                 |                   |           |                                      |
| 9   |        | 2    | 1/2  |           |       |          |         |           |                 |                   |           |                                      |
| 10  |        | 2    | 1/2  |           |       |          |         |           |                 |                   |           |                                      |
| 11  |        | 2    | 1/2  |           |       |          |         |           |                 |                   |           |                                      |
| 12  |        | 2    | 1/2  |           |       |          |         |           |                 |                   |           |                                      |
| 1   | SEW    | 1    | 1/2  | ON        | 1     |          | 3/4     |           |                 |                   |           | Mist, sky clearing up, wind light    |
| 2   |        | 1    | 1/2  |           |       |          |         |           |                 |                   |           | from ENE. sky covered with dim       |
| 3   |        | 1    | 1/2  |           |       |          |         |           |                 |                   |           | clouds, mists round the North        |
| 4   |        | 1    | 1/2  |           |       |          |         |           |                 |                   |           | Winds                                |
| 5   |        | 1    | 1/2  |           |       |          |         |           |                 |                   |           |                                      |
| 6   |        | 1    | 1/2  |           |       |          |         |           |                 |                   |           |                                      |
| 7   |        | 1    | 1/2  |           |       |          |         |           |                 |                   |           | Continued light ENE winds & clear    |
| 8   |        | 1    | 1/2  |           |       |          |         |           |                 |                   |           | throughout the remainder of this day |
| 9   |        | 1    | 1/2  |           |       |          |         |           |                 |                   |           |                                      |
| 10  |        | 1    | 1/2  |           |       |          |         |           |                 |                   |           |                                      |
| 11  |        | 1    | 1/2  |           |       |          |         |           |                 |                   |           | All light lookout pumps &            |
| 12  |        | 1    | 1/2  |           |       |          |         |           |                 |                   |           | Ventilator strictly attended to      |

BEARING &amp; DISTANCE AT NOON

| COURSE | DISTANCE | Difference Latitude | Departure | Latitude by Account | Latitude Observed | Difference of Longitude | Longitude by Account | Longitude by Chronometer | Longitude Observed | Variation | Distance Run per Patent Log |
|--------|----------|---------------------|-----------|---------------------|-------------------|-------------------------|----------------------|--------------------------|--------------------|-----------|-----------------------------|
| SEW    | 114      | 113                 | 3         | 2.33                | 2.34              | 3                       | 25.18                | 25.19                    | 25.19              | 20m       | —                           |

ON THE LOOK-OUT

| From | To | NAME     | From   | To      | NAME    |
|------|----|----------|--------|---------|---------|
| 6    | 8  | Lony     | Sunset | Sunrise | Sunrise |
| 8    | 10 | Magnus   |        |         |         |
| 10   | 12 | Lawson   |        |         |         |
| 12   | 2  | Pollok   |        |         |         |
| 2    | 4  | Royal    |        |         |         |
| 4    | 6  | Johnston |        |         |         |

O Richmond

Mate.

Master.

## CHIEF OFFICER'S LOG.

| Hrs | Course | Distance Run. |         | WINDS—see Formula |       | Sail Set | Lee Way | Barometer | Temperature Air | Temperature Water | Deviation | REMARKS, &c.                                                                                                                   |
|-----|--------|---------------|---------|-------------------|-------|----------|---------|-----------|-----------------|-------------------|-----------|--------------------------------------------------------------------------------------------------------------------------------|
|     |        | Knots         | Fathoms | Direction         | Force |          |         |           |                 |                   |           |                                                                                                                                |
| 1   | SE     | 3             |         | SE                | 3     |          | 30f     |           |                 |                   |           | Friday May 10th 1895                                                                                                           |
| 2   |        | 3             |         |                   |       |          |         |           |                 |                   |           | This day begins with rain & squally weather, wind down to SE light breeze, clearing up towards noon. Sea smooth small from SE. |
| 3   |        | 3             |         |                   |       |          |         |           |                 |                   |           |                                                                                                                                |
| 4   |        | 3             |         |                   |       |          |         |           |                 |                   |           |                                                                                                                                |
| 5   | SW     | 3             |         |                   |       |          |         |           |                 |                   |           |                                                                                                                                |
| 6   |        | 3             |         |                   |       |          |         |           |                 |                   |           | People variously employed                                                                                                      |
| 7   |        | 3             |         |                   |       |          |         |           |                 |                   |           | bro of crew at the sails also                                                                                                  |
| 8   |        | 3             |         |                   |       |          |         |           |                 |                   |           | making boat covers.                                                                                                            |
| 9   |        | 3             |         |                   |       |          |         |           |                 |                   |           | Carpenter at his trade.                                                                                                        |
| 10  |        | 3             |         |                   |       |          |         |           |                 |                   |           |                                                                                                                                |
| 11  |        | 3             |         |                   |       |          |         |           |                 |                   |           |                                                                                                                                |
| 12  |        | 3             |         |                   |       |          |         |           |                 |                   |           |                                                                                                                                |
| 1   | SE     | 3             |         | SE                | 3     |          | 30f     |           |                 |                   |           | Light SE winds clear fine                                                                                                      |
| 2   |        | 3             |         |                   |       |          |         |           |                 |                   |           | few clouds from SE, sea                                                                                                        |
| 3   |        | 3             |         |                   |       |          |         |           |                 |                   |           | smooth. continued as above                                                                                                     |
| 4   |        | 3             |         |                   |       |          |         |           |                 |                   |           | throughout the remainder of                                                                                                    |
| 5   |        | 3             |         |                   |       |          |         |           |                 |                   |           | this day.                                                                                                                      |
| 6   |        | 3             |         |                   |       |          |         |           |                 |                   |           | bro homeward bound vessel                                                                                                      |
| 7   | SW     | 3             |         |                   |       |          |         |           |                 |                   |           | passed,                                                                                                                        |
| 8   |        | 3             |         |                   |       |          |         |           |                 |                   |           |                                                                                                                                |
| 9   |        | 3             |         |                   |       |          |         |           |                 |                   |           |                                                                                                                                |
| 10  |        | 3             |         |                   |       |          |         |           |                 |                   |           | All light look out pump                                                                                                        |
| 11  |        | 3             |         |                   |       |          |         |           |                 |                   |           | & Ventilator strictly attended to.                                                                                             |
| 12  |        | 3             |         |                   |       |          |         |           |                 |                   |           |                                                                                                                                |

## BEARING &amp; DISTANCE AT NOON

| COURSE | DISTANCE | Difference Latitude | Departure | Latitude by Account | Latitude Observed | Difference of Longitude | Longitude by Account | Longitude by Chronometer | Longitude Observed | Variation | Distance Run per Patent Log |
|--------|----------|---------------------|-----------|---------------------|-------------------|-------------------------|----------------------|--------------------------|--------------------|-----------|-----------------------------|
| SE     | 80       | 74                  | 33        | 118                 | 119               | 33                      | 25 50                | 25 48                    | 25 48              | 19"       | —                           |

## ON THE LOOK-OUT

| From | To |
|------|----|
| 6    | 8  |
| 8    | 10 |
| 10   | 12 |
| 12   | 2  |
| 2    | 4  |
| 4    | 6  |

## NAME

Magnus  
Lohy  
Pallak  
Lawson  
Royal  
Johnston

## LANTERNS HUNG OUT

From Sunset To Sunrise

Richmond

Mate.

Master.

## CHIEF OFFICER'S LOG.

| Hrs | Course | Distance Run. |         | WINDS—see Formula |       | Sail Set | Lee Way | Barometer | Temperature Air | Temperature Water | Deviation | REMARKS, &c.                     |
|-----|--------|---------------|---------|-------------------|-------|----------|---------|-----------|-----------------|-------------------|-----------|----------------------------------|
|     |        | Knots         | Fathoms | Direction         | Force |          |         |           |                 |                   |           |                                  |
| 1   | SE     | 3             |         | SE                | 3     |          | 30f     |           |                 |                   |           | Saturday May 11th 1895           |
| 2   |        | 3             |         |                   |       |          |         |           |                 |                   |           | This day begins with light SE    |
| 3   |        | 3             |         |                   |       |          |         |           |                 |                   |           | winds, rain, sea smooth. SE      |
| 4   |        | 3             |         |                   |       |          |         |           |                 |                   |           | small, sky cloudy & clear alter- |
| 5   |        | 3             |         |                   |       |          |         |           |                 |                   |           | nately.                          |
| 6   |        | 3             |         |                   |       |          |         |           |                 |                   |           | People variously employed        |
| 7   |        | 3             |         |                   |       |          |         |           |                 |                   |           | Carpenter at his trade           |
| 8   |        | 3             |         |                   |       |          |         |           |                 |                   |           |                                  |
| 9   |        | 3             |         |                   |       |          |         |           |                 |                   |           |                                  |
| 10  |        | 3             |         |                   |       |          |         |           |                 |                   |           |                                  |
| 11  |        | 3             |         |                   |       |          |         |           |                 |                   |           |                                  |
| 12  |        | 3             |         |                   |       |          |         |           |                 |                   |           |                                  |
| 1   | SE     | 3             |         | SE                | 3     |          | 30f     |           |                 |                   |           | Mid-cloudy & fine frequent       |
| 2   |        | 3             |         |                   |       |          |         |           |                 |                   |           | showers, wind SE light breeze.   |
| 3   |        | 3             |         |                   |       |          |         |           |                 |                   |           |                                  |
| 4   |        | 3             |         |                   |       |          |         |           |                 |                   |           |                                  |
| 5   |        | 3             |         |                   |       |          |         |           |                 |                   |           | Deck washed down & all berth     |
| 6   |        | 3             |         |                   |       |          |         |           |                 |                   |           | & thoroughly cleaned.            |
| 7   |        | 3             |         |                   |       |          |         |           |                 |                   |           | Carpenter outed down aloft also  |
| 8   |        | 3             |         |                   |       |          |         |           |                 |                   |           | Wmellan, winter pump, Stearns    |
| 9   |        | 3             |         |                   |       |          |         |           |                 |                   |           | Oras, Donkey Engine &c.          |
| 10  |        | 3             |         |                   |       |          |         |           |                 |                   |           |                                  |
| 11  |        | 3             |         |                   |       |          |         |           |                 |                   |           | All light look out pump &        |
| 12  |        | 3             |         |                   |       |          |         |           |                 |                   |           | Ventilator strictly attended to. |

## BEARING &amp; DISTANCE AT NOON

| COURSE | DISTANCE | Difference Latitude | Departure | Latitude by Account | Latitude Observed | Difference of Longitude | Longitude by Account | Longitude by Chronometer | Longitude Observed | Variation | Distance Run per Patent Log |
|--------|----------|---------------------|-----------|---------------------|-------------------|-------------------------|----------------------|--------------------------|--------------------|-----------|-----------------------------|
| SE     | 114      | 76'                 | 10.00     | 3° 00' 44"          | 10.36.3           | 26.14                   | 26.14                | 19"                      |                    |           |                             |

## ON THE LOOK-OUT

| From | To |
|------|----|
| 6    | 8  |
| 8    | 10 |
| 10   | 12 |
| 12   | 2  |
| 2    | 4  |
| 4    | 6  |

## NAME

Longy  
Magnus  
Lohy  
Pallak  
Johnston  
Royal

## LANTERNS HUNG OUT

From Sunset To Sunrise

Richmond

Mate.

Master.

LOG of the

From

"Entrepri"  
L'pool

Towards

Wellington

## CHIEF OFFICER'S LOG

| Hrs | Course  | Distance Run |         | WINDS—see Formula |       |  |  | Sail Set | Lee Way | Sawmote | Temperature Air | Temperature Water | Deviation | REMARKS, &c.                                                                                                                                                                                                                                    |
|-----|---------|--------------|---------|-------------------|-------|--|--|----------|---------|---------|-----------------|-------------------|-----------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|     |         | Knots        | Fathoms | Direction         | Force |  |  |          |         |         |                 |                   |           |                                                                                                                                                                                                                                                 |
| 1   | SW by W | 5            | 1/2     | SE                | 5     |  |  | 3 of     |         |         |                 |                   |           | Sunday May 12 <sup>th</sup> 1895.<br>This day begins with fresh SE trade wind, squally with rain SE swell, sky heavy cumulus from SE. weaker otherwise fine.                                                                                    |
| 2   |         | 5            | 1/2     |                   |       |  |  |          |         |         |                 |                   |           |                                                                                                                                                                                                                                                 |
| 3   |         | 5            | 1/2     |                   |       |  |  |          |         |         |                 |                   |           |                                                                                                                                                                                                                                                 |
| 4   |         | 5            | 1/2     |                   |       |  |  |          |         |         |                 |                   |           |                                                                                                                                                                                                                                                 |
| 5   |         | 5            | 1/2     |                   |       |  |  |          |         |         |                 |                   |           |                                                                                                                                                                                                                                                 |
| 6   |         | 5            | 1/2     |                   |       |  |  |          |         |         |                 |                   |           |                                                                                                                                                                                                                                                 |
| 7   |         | 5            | 1/2     |                   |       |  |  |          |         |         |                 |                   |           |                                                                                                                                                                                                                                                 |
| 8   |         | 5            | 1/2     |                   |       |  |  |          |         |         |                 |                   |           |                                                                                                                                                                                                                                                 |
| 9   |         | 5            | 1/2     |                   |       |  |  |          |         |         |                 |                   |           |                                                                                                                                                                                                                                                 |
| 10  |         | 5            | 1/2     |                   |       |  |  |          |         |         |                 |                   |           |                                                                                                                                                                                                                                                 |
| 11  |         | 5            | 1/2     |                   |       |  |  |          |         |         |                 |                   |           |                                                                                                                                                                                                                                                 |
| 12  |         | 5            | 1/2     |                   |       |  |  |          |         |         |                 |                   |           |                                                                                                                                                                                                                                                 |
| 1   | SW by W | 6            |         | SE                | 5 1/2 |  |  | 3 of     |         |         |                 |                   |           | Sunday Respected.<br><br>Fresh SE trade squally with passing shower continued throughout the remainder of this day.<br><br>Passed several vessels bound North. Name unknown.<br><br>All lights lookout pumps & Ventilator strictly attended to. |
| 2   |         | 6            |         |                   |       |  |  |          |         |         |                 |                   |           |                                                                                                                                                                                                                                                 |
| 3   |         | 6            |         |                   |       |  |  |          |         |         |                 |                   |           |                                                                                                                                                                                                                                                 |
| 4   |         | 6            |         |                   |       |  |  |          |         |         |                 |                   |           |                                                                                                                                                                                                                                                 |
| 5   |         | 6            |         |                   |       |  |  |          |         |         |                 |                   |           |                                                                                                                                                                                                                                                 |
| 6   |         | 6            |         |                   |       |  |  |          |         |         |                 |                   |           |                                                                                                                                                                                                                                                 |
| 7   |         | 6            |         |                   |       |  |  |          |         |         |                 |                   |           |                                                                                                                                                                                                                                                 |
| 8   |         | 6            |         |                   |       |  |  |          |         |         |                 |                   |           |                                                                                                                                                                                                                                                 |
| 9   |         | 6            |         |                   |       |  |  |          |         |         |                 |                   |           |                                                                                                                                                                                                                                                 |
| 10  |         | 6            |         |                   |       |  |  |          |         |         |                 |                   |           |                                                                                                                                                                                                                                                 |
| 11  |         | 6            |         |                   |       |  |  |          |         |         |                 |                   |           |                                                                                                                                                                                                                                                 |
| 12  |         | 6            |         |                   |       |  |  |          |         |         |                 |                   |           |                                                                                                                                                                                                                                                 |

BEARING &amp; DISTANCE AT NOON

| COURSE  | DISTANCE | Difference Latitude | Departure | Latitude by Account | Latitude Observed | Difference of Longitude | Longitude by Account | Longitude by Chronometer | Longitude Observed | Variation | Distance Run per Patent Log |
|---------|----------|---------------------|-----------|---------------------|-------------------|-------------------------|----------------------|--------------------------|--------------------|-----------|-----------------------------|
| SW by W | 147      | 13 1/2              | 11        | 9° 13'              | 9° 14'            | 11                      | 76° 44'              | 76° 43'                  | 76° 43'            | 19" —     |                             |

ON THE LOOK-OUT

| From | To |
|------|----|
| 6    | 8  |
| 8    | 10 |
| 10   | 12 |
| 12   | 2  |
| 2    | 4  |
| 4    | 6  |

NAME

Pollok  
Lawson  
Royal  
Johnston  
Raid  
Sloane

LANTERNS HUNG OUT

From Sunset To Sunrise

Richmond.

Mate.

Master.

LOG of the

From

"Entrepri"  
L'pool

Towards

Wellington

## CHIEF OFFICER'S LOG.

| Hrs | Course  | Distance Run |         | WINDS—see Formula |       |  |  | Sail Set | Lee Way | Sawmote | Temperature Air | Temperature Water | Deviation | REMARKS, &c.                                                                                                                                                                                                                               |
|-----|---------|--------------|---------|-------------------|-------|--|--|----------|---------|---------|-----------------|-------------------|-----------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|     |         | Knots        | Fathoms | Direction         | Force |  |  |          |         |         |                 |                   |           |                                                                                                                                                                                                                                            |
| 1   | SW by W | 6            | 1/2     | SE                | 5 1/2 |  |  | 3 of     |         |         |                 |                   |           | Monday May 13 <sup>th</sup> 1895.<br>This day begins with fresh SE trade wind well southerly squally at intervals with rain. SE swell, sky cumulus from SE.<br><br>People variously employed repairing aloft & two men making boat covers. |
| 2   |         | 6            | 1/2     |                   |       |  |  |          |         |         |                 |                   |           |                                                                                                                                                                                                                                            |
| 3   |         | 6            | 1/2     |                   |       |  |  |          |         |         |                 |                   |           |                                                                                                                                                                                                                                            |
| 4   |         | 6            | 1/2     |                   |       |  |  |          |         |         |                 |                   |           |                                                                                                                                                                                                                                            |
| 5   |         | 6            | 1/2     |                   |       |  |  |          |         |         |                 |                   |           |                                                                                                                                                                                                                                            |
| 9   |         | 6            | 1/2     |                   |       |  |  |          |         |         |                 |                   |           |                                                                                                                                                                                                                                            |
| 7   |         | 6            | 1/2     |                   |       |  |  |          |         |         |                 |                   |           |                                                                                                                                                                                                                                            |
| 8   |         | 6            | 1/2     |                   |       |  |  |          |         |         |                 |                   |           |                                                                                                                                                                                                                                            |
| 9   |         | 6            | 1/2     |                   |       |  |  |          |         |         |                 |                   |           |                                                                                                                                                                                                                                            |
| 10  |         | 6            | 1/2     |                   |       |  |  |          |         |         |                 |                   |           |                                                                                                                                                                                                                                            |
| 11  |         | 6            | 1/2     |                   |       |  |  |          |         |         |                 |                   |           |                                                                                                                                                                                                                                            |
| 12  |         | 6            | 1/2     |                   |       |  |  |          |         |         |                 |                   |           |                                                                                                                                                                                                                                            |
| 1   | SW by W | 7            |         | SSE               | 4     |  |  |          |         |         |                 |                   |           | Mid-strong trade wind squally at intervals, with SE showers.<br><br>Signalled Barym Lemina 39 days out from L'pool to Fynyne.<br><br>All lights lookouts pumps & Ventilators & strictly attended to.                                       |
| 2   |         | 7            |         |                   |       |  |  |          |         |         |                 |                   |           |                                                                                                                                                                                                                                            |
| 3   |         | 7            |         |                   |       |  |  |          |         |         |                 |                   |           |                                                                                                                                                                                                                                            |
| 4   |         | 7            |         |                   |       |  |  |          |         |         |                 |                   |           |                                                                                                                                                                                                                                            |
| 5   |         | 7            |         |                   |       |  |  |          |         |         |                 |                   |           |                                                                                                                                                                                                                                            |
| 9   |         | 7            |         |                   |       |  |  |          |         |         |                 |                   |           |                                                                                                                                                                                                                                            |
| 7   |         | 7            |         |                   |       |  |  |          |         |         |                 |                   |           |                                                                                                                                                                                                                                            |
| 8   |         | 7            |         |                   |       |  |  |          |         |         |                 |                   |           |                                                                                                                                                                                                                                            |
| 9   |         | 7            |         |                   |       |  |  |          |         |         |                 |                   |           |                                                                                                                                                                                                                                            |
| 10  |         | 7            |         |                   |       |  |  |          |         |         |                 |                   |           |                                                                                                                                                                                                                                            |
| 11  |         | 7            |         |                   |       |  |  |          |         |         |                 |                   |           |                                                                                                                                                                                                                                            |
| 12  |         | 7            |         |                   |       |  |  |          |         |         |                 |                   |           |                                                                                                                                                                                                                                            |

BEARING &amp; DISTANCE AT NOON

| COURSE  | DISTANCE | Difference Latitude | Departure | Latitude by Account | Latitude Observed | Difference of Longitude | Longitude by Account | Longitude by Chronometer | Longitude Observed | Variation | Distance Run per Patent Log |
|---------|----------|---------------------|-----------|---------------------|-------------------|-------------------------|----------------------|--------------------------|--------------------|-----------|-----------------------------|
| SW by W | 161      | 19 1/2              | 9 1/2     | 4° 35'              | 4° 34'            | 9 1/2                   | 78° 18'              | 78° 19'                  | 78° 19'            | 19" —     |                             |

ON THE LOOK-OUT

| From | To |
|------|----|
| 6    | 8  |
| 8    | 10 |
| 10   | 12 |
| 12   | 2  |
| 2    | 4  |
| 4    | 6  |

NAME

Lawson  
Pollok  
Johnston  
Royal  
Raid  
Sloane

LANTERNS HUNG OUT

From Sunset To Sunrise

Richmond

Mate.

Master.

CHIEF OFFICER'S LOG

| Hrs | Course  | Distance Run | WINDS—see Formula | Direction | Force | Sail Set | Lee Way | Barometer | Temperature Air | Temperature Water | Remarks, &c.                             |
|-----|---------|--------------|-------------------|-----------|-------|----------|---------|-----------|-----------------|-------------------|------------------------------------------|
|     |         | Knots        | Puffs             |           |       |          |         |           |                 |                   |                                          |
| 1   | SW by N | 6            | 1/2               | SE 2/2    | 6     |          | 30°     | 62        |                 |                   | Tuesday May 14 <sup>th</sup> 1895        |
| 2   |         | 6            | 1/2               |           |       |          |         |           |                 |                   | This day begins with fresh               |
| 3   |         | 6            | 1/2               |           |       |          |         |           |                 |                   | SE trade wind clear of fine              |
| 4   |         | 6            | 1/2               |           |       |          |         |           |                 |                   | cumulus clouds from SE. streak           |
| 5   |         | 6            | 1/2               |           |       |          |         |           |                 |                   | of cirrus overhead, sea quiet            |
| 6   |         | 6            | 1/2               |           |       |          |         |           |                 |                   |                                          |
| 7   |         | 6            | 1/2               |           |       |          |         |           |                 |                   | People variously employed                |
| 8   |         | 6            | 1/2               |           |       |          |         |           |                 |                   | overhauling brace blocks 1 <sup>st</sup> |
| 9   |         | 6            | 1/2               |           |       |          |         |           |                 |                   | also making boat cover.                  |
| 10  |         | 6            | 1/2               |           |       |          |         |           |                 |                   | Carpenter employed fitting up            |
| 11  |         | 6            | 1/2               |           |       |          |         |           |                 |                   | his boat & arranging strongback          |
| 12  |         | 6            | 1/2               |           |       |          |         |           |                 |                   | for boat cover.                          |
| 1   | SW by N | 6            | 1/2               | SE 2/2    | 6     |          | 30°     | 62        |                 |                   |                                          |
| 2   |         | 6            | 1/2               |           |       |          |         |           |                 |                   |                                          |
| 3   |         | 6            | 1/2               |           |       |          |         |           |                 |                   | wind & weather as above                  |
| 4   |         | 6            | 1/2               |           |       |          |         |           |                 |                   | during the remainder of                  |
| 5   |         | 6            | 1/2               |           |       |          |         |           |                 |                   | this day, nothing in sight               |
| 6   |         | 6            | 1/2               |           |       |          |         |           |                 |                   |                                          |
| 7   |         | 6            | 1/2               |           |       |          |         |           |                 |                   |                                          |
| 8   |         | 6            | 1/2               |           |       |          |         |           |                 |                   |                                          |
| 9   |         | 6            | 1/2               |           |       |          |         |           |                 |                   |                                          |
| 10  |         | 6            | 1/2               |           |       |          |         |           |                 |                   | All light lookouts pumps                 |
| 11  |         | 6            | 1/2               |           |       |          |         |           |                 |                   | & Ventilator strictly attended to        |
| 12  |         | 6            | 1/2               |           |       |          |         |           |                 |                   |                                          |

BEARING & DISTANCE AT NOON

| COURSE   | DISTANCE | Difference Latitude | Departure | Latitude by Account | Latitude Observed | Difference of Longitude | Longitude by Account | Longitude by Chronometer | Longitude Observed | Variation | Distance Run per Patent Log |
|----------|----------|---------------------|-----------|---------------------|-------------------|-------------------------|----------------------|--------------------------|--------------------|-----------|-----------------------------|
| SW 3/4 N | 159      | 124                 | 96        | 6° 54'              | 6° 30'            | 96                      | 29° 55'              | 29° 56'                  | 29° 56'            | 18"       |                             |

ON THE LOOK-OUT

| From | To | NAME     | From   | To      | LANTERNS HUNG OUT |
|------|----|----------|--------|---------|-------------------|
| 6    | 8  | Puller   | Sunset | Sunrise |                   |
| 8    | 10 | Lawson   |        |         |                   |
| 10   | 12 | Royal    |        |         |                   |
| 12   | 2  | Johnston |        |         |                   |
| 2    | 4  | Krid     |        |         |                   |
| 4    | 6  | Stoane   |        |         |                   |

O Richmond

Mate.

Master.

CHIEF OFFICER'S LOG.

| Hrs | Course   | Distance Run | WINDS—see Formula | Direction | Force | Sail Set | Lee Way | Barometer | Temperature Air | Temperature Water | Remarks, &c.                           |
|-----|----------|--------------|-------------------|-----------|-------|----------|---------|-----------|-----------------|-------------------|----------------------------------------|
|     |          | Knots        | Puffs             |           |       |          |         |           |                 |                   |                                        |
| 1   | SW 3/4 N | 6            | 1/2               | SE 2/2    | 6     |          | 30°     | 62        |                 |                   | Wednesday May 15 <sup>th</sup> 1895    |
| 2   |          | 6            | 1/2               |           |       |          |         |           |                 |                   | This day begins with strong trade      |
| 3   |          | 6            | 1/2               |           |       |          |         |           |                 |                   | wind slightly inclined to draw back.   |
| 4   |          | 6            | 1/2               |           |       |          |         |           |                 |                   | clear of fine cumulus clouds from the  |
| 5   |          | 6            | 1/2               |           |       |          |         |           |                 |                   | SE. also small from the same direction |
| 6   |          | 6            | 1/2               |           |       |          |         |           |                 |                   |                                        |
| 7   |          | 6            | 1/2               |           |       |          |         |           |                 |                   | People employed painting backstays     |
| 8   |          | 6            | 1/2               |           |       |          |         |           |                 |                   | & blacking chainwork.                  |
| 9   |          | 6            | 1/2               |           |       |          |         |           |                 |                   | Carpenter employed at lifeboats        |
| 10  |          | 6            | 1/2               |           |       |          |         |           |                 |                   |                                        |
| 11  |          | 6            | 1/2               |           |       |          |         |           |                 |                   |                                        |
| 12  |          | 6            | 1/2               |           |       |          |         |           |                 |                   |                                        |
| 1   | SW 3/4 N | 6            | 1/2               | SE 2/2    | 6     |          | 30°     | 62        |                 |                   | mid-continued strong trade             |
| 2   |          | 6            | 1/2               |           |       |          |         |           |                 |                   | wind steady clear of fine              |
| 3   |          | 6            | 1/2               |           |       |          |         |           |                 |                   | continued so during the remainder      |
| 4   |          | 6            | 1/2               |           |       |          |         |           |                 |                   | of this day.                           |
| 5   |          | 6            | 1/2               |           |       |          |         |           |                 |                   |                                        |
| 6   |          | 6            | 1/2               |           |       |          |         |           |                 |                   |                                        |
| 7   |          | 6            | 1/2               |           |       |          |         |           |                 |                   |                                        |
| 8   |          | 6            | 1/2               |           |       |          |         |           |                 |                   |                                        |
| 9   |          | 6            | 1/2               |           |       |          |         |           |                 |                   |                                        |
| 10  |          | 6            | 1/2               |           |       |          |         |           |                 |                   | All light lookouts pumps               |
| 11  |          | 6            | 1/2               |           |       |          |         |           |                 |                   | & Ventilator strictly attended to      |
| 12  |          | 6            | 1/2               |           |       |          |         |           |                 |                   |                                        |

BEARING & DISTANCE AT NOON

| COURSE   | DISTANCE | Difference Latitude | Departure | Latitude by Account | Latitude Observed | Difference of Longitude | Longitude by Account | Longitude by Chronometer | Longitude Observed | Variation | Distance Run per Patent Log |
|----------|----------|---------------------|-----------|---------------------|-------------------|-------------------------|----------------------|--------------------------|--------------------|-----------|-----------------------------|
| SW 3/4 N | 162      | 134                 | 86        | 8° 44'              | 8° 45'            | 86                      | 31° 23'              | 31° 24'                  | 31° 24'            | 11"       |                             |

ON THE LOOK-OUT

| From | To | NAME     | From   | To      | LANTERNS HUNG OUT |
|------|----|----------|--------|---------|-------------------|
| 6    | 8  | Lawson   | Sunset | Sunrise |                   |
| 8    | 10 | Puller   |        |         |                   |
| 10   | 12 | Johnston |        |         |                   |
| 12   | 2  | Royal    |        |         |                   |
| 2    | 4  | Stoane   |        |         |                   |
| 4    | 6  | Krid     |        |         |                   |

O Richmond

Mate.

Master.

## CHIEF OFFICER'S LOG

| Hrs | Course           | Distance Run. |         | WINDS—see Formula. |        | Sail Set. | Lee Way | Barometer | Temperature Air | Temperature Water | Deviation | REMARKS, &c.                               |
|-----|------------------|---------------|---------|--------------------|--------|-----------|---------|-----------|-----------------|-------------------|-----------|--------------------------------------------|
|     |                  | Knots         | Fathoms | Direction.         | Force. |           |         |           |                 |                   |           |                                            |
|     | <i>Course</i>    |               |         |                    |        |           |         |           |                 |                   |           | <i>Thursday May 16<sup>th</sup> 18 95.</i> |
| 1   | <i>Str. S.W.</i> | 4             |         | SE                 | 6      |           | 30°     |           |                 |                   |           | This day begins with strong                |
| 2   |                  | 4             |         |                    |        |           |         |           |                 |                   |           | SE trade wind, clear & fine                |
| 3   |                  | 4             |         |                    |        |           |         |           |                 |                   |           | SE. Small, Cumulus clouds from the         |
| 4   |                  | 4             |         |                    |        |           |         |           |                 |                   |           | SE.                                        |
| 5   |                  | 4             |         |                    |        |           |         |           |                 |                   |           |                                            |
| 6   |                  | 4             |         |                    |        |           |         |           |                 |                   |           | People employed blacking chain-            |
| 7   |                  | 4             |         |                    |        |           |         |           |                 |                   |           | work also painting stumps &                |
| 8   |                  | 4             |         |                    |        |           |         |           |                 |                   |           | also making boatcovers                     |
| 9   |                  | 4             |         |                    |        |           |         |           |                 |                   |           | Carpenter arranging lifeboats              |
| 10  |                  | 4             |         |                    |        |           |         |           |                 |                   |           | preparatory for overhauling.               |
| 11  |                  | 4             |         |                    |        |           |         |           |                 |                   |           |                                            |
| 12  |                  | 4             |         |                    |        |           |         |           |                 |                   |           |                                            |
| 1   | <i>Str. S.W.</i> | 6             | 1/2     | SE                 | 6      |           | 30°     |           |                 |                   |           |                                            |
| 2   |                  | 6             | 1/2     |                    |        |           |         |           |                 |                   |           |                                            |
| 3   |                  | 6             | 1/2     |                    |        |           |         |           |                 |                   |           |                                            |
| 4   |                  | 6             | 1/2     |                    |        |           |         |           |                 |                   |           | Continued fresh trade wind                 |
| 5   |                  | 6             | 1/2     |                    |        |           |         |           |                 |                   |           | clear & fine throughout the                |
| 6   |                  | 6             | 1/2     |                    |        |           |         |           |                 |                   |           | remainder of this day.                     |
| 7   |                  | 6             | 1/2     |                    |        |           |         |           |                 |                   |           |                                            |
| 8   |                  | 6             | 1/2     |                    |        |           |         |           |                 |                   |           |                                            |
| 9   |                  | 6             | 1/2     |                    |        |           |         |           |                 |                   |           |                                            |
| 10  |                  | 6             | 1/2     |                    |        |           |         |           |                 |                   |           |                                            |
| 11  |                  | 6             | 1/2     |                    |        |           |         |           |                 |                   |           | All light lookouts pumps &                 |
| 12  |                  | 6             | 1/2     |                    |        |           |         |           |                 |                   |           | ventilator strictly attended to.           |

BEARING &amp; DISTANCE AT NOON

| COURSE           | DISTANCE   | Difference Latitude | Departure | Latitude by Account | Latitude Observed | Difference of Longitude | Longitude by Account | Longitude by Chronometer | Longitude Observed | Variation   | Distance Run per Patent Log |
|------------------|------------|---------------------|-----------|---------------------|-------------------|-------------------------|----------------------|--------------------------|--------------------|-------------|-----------------------------|
| <i>51° 14' N</i> | <i>161</i> | <i>157</i>          | <i>53</i> | <i>11 18</i>        | <i>11 19</i>      | <i>54</i>               | <i>32 18</i>         | <i>32 18</i>             | <i>32 15</i>       | <i>10.2</i> |                             |

ON THE LOOK-OUT

| From      | To        |
|-----------|-----------|
| <i>6</i>  | <i>8</i>  |
| <i>8</i>  | <i>10</i> |
| <i>10</i> | <i>12</i> |
| <i>12</i> | <i>2</i>  |
| <i>2</i>  | <i>4</i>  |
| <i>4</i>  | <i>6</i>  |

*Richmond*

Mate.

NAME

*Pollok  
Lawson  
Royal  
Jennison  
Reed  
Stoan*

LANTERNS HUNG OUT

From *Sunset* To *Sunrise*

Master.

## CHIEF OFFICER'S LOG.

| Hrs | Course           | Distance Run. |         | WINDS—see Formula. |        | Sail Set. | Lee Way | Barometer | Temperature Air | Temperature Water | Deviation | REMARKS, &c.                            |
|-----|------------------|---------------|---------|--------------------|--------|-----------|---------|-----------|-----------------|-------------------|-----------|-----------------------------------------|
|     |                  | Knots         | Fathoms | Direction.         | Force. |           |         |           |                 |                   |           |                                         |
|     | <i>Course</i>    |               |         |                    |        |           |         |           |                 |                   |           | <i>Friday May 17<sup>th</sup> 18 95</i> |
| 1   | <i>Str. S.W.</i> | 6             |         | SE                 | 11     |           | 30°     |           |                 |                   |           | This day begins with fresh breeze       |
| 2   |                  | 6             |         |                    |        |           |         |           |                 |                   |           | clear & fine cumulus from the SE.       |
| 3   |                  | 6             |         |                    |        |           |         |           |                 |                   |           | Sea moderate.                           |
| 4   |                  | 6             |         |                    |        |           |         |           |                 |                   |           |                                         |
| 5   |                  | 6             |         |                    |        |           |         |           |                 |                   |           | People employed variously painting      |
| 9   |                  | 6             |         |                    |        |           |         |           |                 |                   |           | lower masts, fibrous, also making       |
| 7   |                  | 6             |         |                    |        |           |         |           |                 |                   |           | boatcovers.                             |
| 8   |                  | 6             |         |                    |        |           |         |           |                 |                   |           | Carpenter making strongbacks            |
| 9   |                  | 6             |         |                    |        |           |         |           |                 |                   |           | for boats.                              |
| 0   |                  | 6             |         |                    |        |           |         |           |                 |                   |           |                                         |
| 1   |                  | 6             |         |                    |        |           |         |           |                 |                   |           |                                         |
| 2   |                  | 6             |         |                    |        |           |         |           |                 |                   |           |                                         |
| 1   | <i>Str. S.W.</i> | 5             |         | SE                 | 5      |           | 30°     |           |                 |                   |           | Mid-wind slightly lighter &             |
| 2   |                  | 5             |         |                    |        |           |         |           |                 |                   |           | force steady in direction               |
| 3   |                  | 5             |         |                    |        |           |         |           |                 |                   |           | clear & fine.                           |
| 4   |                  | 5             |         |                    |        |           |         |           |                 |                   |           |                                         |
| 5   |                  | 5             |         |                    |        |           |         |           |                 |                   |           |                                         |
| 9   |                  | 5             |         |                    |        |           |         |           |                 |                   |           | Continued as above throughout the       |
| 7   |                  | 5             |         |                    |        |           |         |           |                 |                   |           | remainder of this day.                  |
| 8   |                  | 5             |         |                    |        |           |         |           |                 |                   |           |                                         |
| 9   |                  | 5             |         |                    |        |           |         |           |                 |                   |           |                                         |
| 0   |                  | 5             |         |                    |        |           |         |           |                 |                   |           | All light lookouts pumps &              |
| 1   |                  | 5             |         |                    |        |           |         |           |                 |                   |           | ventilator strictly attended to.        |
| 2   |                  | 5             |         |                    |        |           |         |           |                 |                   |           |                                         |

BEARING &amp; DISTANCE AT NOON

| COURSE      | DISTANCE   | Difference Latitude | Departure | Latitude by Account | Latitude Observed | Difference of Longitude | Longitude by Account | Longitude by Chronometer | Longitude Observed | Variation  | Distance Run per Patent Log |
|-------------|------------|---------------------|-----------|---------------------|-------------------|-------------------------|----------------------|--------------------------|--------------------|------------|-----------------------------|
| <i>8° N</i> | <i>138</i> | <i>176</i>          | <i>41</i> | <i>13 25</i>        | <i>13 25</i>      | <i>40</i>               | <i>32 59</i>         | <i>32 59</i>             | <i>32 59</i>       | <i>9.4</i> |                             |

ON THE LOOK-OUT

| From      | To        |
|-----------|-----------|
| <i>6</i>  | <i>8</i>  |
| <i>8</i>  | <i>10</i> |
| <i>10</i> | <i>12</i> |
| <i>12</i> | <i>2</i>  |
| <i>2</i>  | <i>4</i>  |
| <i>4</i>  | <i>6</i>  |

*Richmond*

Mate.

NAME

*Lawson  
Pollok  
Jennison  
Royal  
Stoan  
Reed*

LANTERNS HUNG OUT

From *Sunset* To *Sunrise*

Master.

LOG of the *Enterprise*  
From *L'pool*Towards *Wellington*

## CHIEF OFFICER'S LOG

| Hrs | Distance Run |      | WINDS—see Formula |       | Barometer | Temperature Air | Temperature Water | Direction | Force | Sail Set | Lee Way | Remarks, &c.                                                                                        |
|-----|--------------|------|-------------------|-------|-----------|-----------------|-------------------|-----------|-------|----------|---------|-----------------------------------------------------------------------------------------------------|
|     | Course       | Pace | Direction         | Force |           |                 |                   |           |       |          |         |                                                                                                     |
| 1   | SE           | 7    | SE                | 6     | 30.0      | 80              | SE                | 6         | 1     | 1        | 1       | Day begins with fresh SE trade wind clear & fine, sea smooth, moderate, cumulus clouds from the SE. |
| 2   | SE           | 7    | SE                | 6     | 30.0      | 80              | SE                | 6         | 1     | 1        | 1       |                                                                                                     |
| 3   | SE           | 7    | SE                | 6     | 30.0      | 80              | SE                | 6         | 1     | 1        | 1       |                                                                                                     |
| 4   | SE           | 7    | SE                | 6     | 30.0      | 80              | SE                | 6         | 1     | 1        | 1       |                                                                                                     |
| 5   | SE           | 7    | SE                | 6     | 30.0      | 80              | SE                | 6         | 1     | 1        | 1       |                                                                                                     |
| 6   | SE           | 7    | SE                | 6     | 30.0      | 80              | SE                | 6         | 1     | 1        | 1       |                                                                                                     |
| 7   | SE           | 7    | SE                | 6     | 30.0      | 80              | SE                | 6         | 1     | 1        | 1       |                                                                                                     |
| 8   | SE           | 7    | SE                | 6     | 30.0      | 80              | SE                | 6         | 1     | 1        | 1       |                                                                                                     |
| 9   | SE           | 7    | SE                | 6     | 30.0      | 80              | SE                | 6         | 1     | 1        | 1       |                                                                                                     |
| 10  | SE           | 7    | SE                | 6     | 30.0      | 80              | SE                | 6         | 1     | 1        | 1       |                                                                                                     |
| 11  | SE           | 7    | SE                | 6     | 30.0      | 80              | SE                | 6         | 1     | 1        | 1       |                                                                                                     |
| 12  | SE           | 7    | SE                | 6     | 30.0      | 80              | SE                | 6         | 1     | 1        | 1       |                                                                                                     |
| 1   | SE           | 7    | SE                | 6     | 30.0      | 80              | SE                | 6         | 1     | 1        | 1       |                                                                                                     |
| 2   | SE           | 7    | SE                | 6     | 30.0      | 80              | SE                | 6         | 1     | 1        | 1       |                                                                                                     |
| 3   | SE           | 7    | SE                | 6     | 30.0      | 80              | SE                | 6         | 1     | 1        | 1       |                                                                                                     |
| 4   | SE           | 7    | SE                | 6     | 30.0      | 80              | SE                | 6         | 1     | 1        | 1       |                                                                                                     |
| 5   | SE           | 7    | SE                | 6     | 30.0      | 80              | SE                | 6         | 1     | 1        | 1       |                                                                                                     |
| 6   | SE           | 7    | SE                | 6     | 30.0      | 80              | SE                | 6         | 1     | 1        | 1       |                                                                                                     |
| 7   | SE           | 7    | SE                | 6     | 30.0      | 80              | SE                | 6         | 1     | 1        | 1       |                                                                                                     |
| 8   | SE           | 7    | SE                | 6     | 30.0      | 80              | SE                | 6         | 1     | 1        | 1       |                                                                                                     |
| 9   | SE           | 7    | SE                | 6     | 30.0      | 80              | SE                | 6         | 1     | 1        | 1       |                                                                                                     |
| 10  | SE           | 7    | SE                | 6     | 30.0      | 80              | SE                | 6         | 1     | 1        | 1       |                                                                                                     |
| 11  | SE           | 7    | SE                | 6     | 30.0      | 80              | SE                | 6         | 1     | 1        | 1       |                                                                                                     |
| 12  | SE           | 7    | SE                | 6     | 30.0      | 80              | SE                | 6         | 1     | 1        | 1       |                                                                                                     |

BEARING &amp; DISTANCE AT NOON

| COURSE | DISTANCE | Difference Latitude | Departure | Latitude by Account | Latitude Observed | Difference of Longitude | Longitude by Account | Longitude by Chronometer | Longitude Observed | Variation | Distance Run per Patent Log |
|--------|----------|---------------------|-----------|---------------------|-------------------|-------------------------|----------------------|--------------------------|--------------------|-----------|-----------------------------|
| SE     | 148      | 143                 | 19        | 16° 16'             | 16° 14'           | 50                      | 33° 50'              | 33° 50'                  | 33° 50'            | 8"        | —                           |

ON THE LOOKOUT

| From | To | NAME    | From   | To      | LANTERNS HUNG OUT |
|------|----|---------|--------|---------|-------------------|
| 6    | 8  | Pollock | Sunset | Sunrise |                   |
| 8    | 10 | Lawson  |        |         |                   |
| 10   | 12 | Royal   |        |         |                   |
| 12   | 2  | Johnson |        |         |                   |
| 2    | 4  | Krid    |        |         |                   |
| 4    | 6  | Hoane   |        |         |                   |

C Richmond

Mate.

Master.

LOG of the *Enterprise*  
From *L'pool*Towards *Wellington*

## CHIEF OFFICER'S LOG

| Hrs | Distance Run |      | WINDS—see Formula |       | Barometer | Temperature Air | Temperature Water | Direction | Force | Sail Set | Lee Way | Remarks, &c.                                                                                        |
|-----|--------------|------|-------------------|-------|-----------|-----------------|-------------------|-----------|-------|----------|---------|-----------------------------------------------------------------------------------------------------|
|     | Course       | Pace | Direction         | Force |           |                 |                   |           |       |          |         |                                                                                                     |
| 1   | SE           | 6    | SE                | 6     | 30.0      | 80              | SE                | 6         | 1     | 1        | 1       | Day begins with fresh SE trade wind clear & fine, sea smooth, moderate, cumulus clouds from the SE. |
| 2   | SE           | 6    | SE                | 6     | 30.0      | 80              | SE                | 6         | 1     | 1        | 1       |                                                                                                     |
| 3   | SE           | 6    | SE                | 6     | 30.0      | 80              | SE                | 6         | 1     | 1        | 1       |                                                                                                     |
| 4   | SE           | 6    | SE                | 6     | 30.0      | 80              | SE                | 6         | 1     | 1        | 1       |                                                                                                     |
| 5   | SE           | 6    | SE                | 6     | 30.0      | 80              | SE                | 6         | 1     | 1        | 1       |                                                                                                     |
| 6   | SE           | 6    | SE                | 6     | 30.0      | 80              | SE                | 6         | 1     | 1        | 1       |                                                                                                     |
| 7   | SE           | 6    | SE                | 6     | 30.0      | 80              | SE                | 6         | 1     | 1        | 1       |                                                                                                     |
| 8   | SE           | 6    | SE                | 6     | 30.0      | 80              | SE                | 6         | 1     | 1        | 1       |                                                                                                     |
| 9   | SE           | 6    | SE                | 6     | 30.0      | 80              | SE                | 6         | 1     | 1        | 1       |                                                                                                     |
| 10  | SE           | 6    | SE                | 6     | 30.0      | 80              | SE                | 6         | 1     | 1        | 1       |                                                                                                     |
| 11  | SE           | 6    | SE                | 6     | 30.0      | 80              | SE                | 6         | 1     | 1        | 1       |                                                                                                     |
| 12  | SE           | 6    | SE                | 6     | 30.0      | 80              | SE                | 6         | 1     | 1        | 1       |                                                                                                     |
| 1   | SE           | 6    | SE                | 6     | 30.0      | 80              | SE                | 6         | 1     | 1        | 1       |                                                                                                     |
| 2   | SE           | 6    | SE                | 6     | 30.0      | 80              | SE                | 6         | 1     | 1        | 1       |                                                                                                     |
| 3   | SE           | 6    | SE                | 6     | 30.0      | 80              | SE                | 6         | 1     | 1        | 1       |                                                                                                     |
| 4   | SE           | 6    | SE                | 6     | 30.0      | 80              | SE                | 6         | 1     | 1        | 1       |                                                                                                     |
| 5   | SE           | 6    | SE                | 6     | 30.0      | 80              | SE                | 6         | 1     | 1        | 1       |                                                                                                     |
| 6   | SE           | 6    | SE                | 6     | 30.0      | 80              | SE                | 6         | 1     | 1        | 1       |                                                                                                     |
| 7   | SE           | 6    | SE                | 6     | 30.0      | 80              | SE                | 6         | 1     | 1        | 1       |                                                                                                     |
| 8   | SE           | 6    | SE                | 6     | 30.0      | 80              | SE                | 6         | 1     | 1        | 1       |                                                                                                     |
| 9   | SE           | 6    | SE                | 6     | 30.0      | 80              | SE                | 6         | 1     | 1        | 1       |                                                                                                     |
| 10  | SE           | 6    | SE                | 6     | 30.0      | 80              | SE                | 6         | 1     | 1        | 1       |                                                                                                     |
| 11  | SE           | 6    | SE                | 6     | 30.0      | 80              | SE                | 6         | 1     | 1        | 1       |                                                                                                     |
| 12  | SE           | 6    | SE                | 6     | 30.0      | 80              | SE                | 6         | 1     | 1        | 1       |                                                                                                     |

BEARING &amp; DISTANCE AT NOON

| COURSE | DISTANCE | Difference Latitude | Departure | Latitude by Account | Latitude Observed | Difference of Longitude | Longitude by Account | Longitude by Chronometer | Longitude Observed | Variation | Distance Run per Patent Log |
|--------|----------|---------------------|-----------|---------------------|-------------------|-------------------------|----------------------|--------------------------|--------------------|-----------|-----------------------------|
| SE     | 144      | 131                 | 61        | 18° 28'             | 18° 29'           | 64                      | 34° 45'              | 34° 46'                  | 34° 46'            | 8"        | —                           |

ON THE LOOKOUT

| From | To | NAME     | From   | To      | LANTERNS HUNG OUT |
|------|----|----------|--------|---------|-------------------|
| 6    | 8  | Royal    | Sunset | Sunrise |                   |
| 8    | 10 | Johnson  |        |         |                   |
| 10   | 12 | Krid     |        |         |                   |
| 12   | 2  | Loan     |        |         |                   |
| 2    | 4  | Abramson |        |         |                   |
| 4    | 6  | Herman   |        |         |                   |

C Richmond

Mate.

Master.

CHIEF OFFICER'S LOG.

| Hrs | Course | Distance Run |         | WINDS—see Formula |       | Sea | Lee | Barometer | Temperature Air | Temperature Water | Remarks, &c.                                                                                |
|-----|--------|--------------|---------|-------------------|-------|-----|-----|-----------|-----------------|-------------------|---------------------------------------------------------------------------------------------|
|     |        | Knots        | Fathoms | Direction         | Force |     |     |           |                 |                   |                                                                                             |
|     |        |              |         |                   |       |     |     |           |                 |                   | Monday May 20 <sup>th</sup> 1895                                                            |
| 1   | S by W | 6            |         | ESE               | 5     |     |     | 30.10     |                 |                   | This day begins with fresh breeze from the ESE clear fine Sea moderate, generally swell     |
| 2   |        | 6            |         |                   |       |     |     |           |                 |                   |                                                                                             |
| 3   |        | 6            |         |                   |       |     |     |           |                 |                   |                                                                                             |
| 4   |        | 6            |         |                   |       |     |     |           |                 |                   |                                                                                             |
| 5   |        | 6            |         |                   |       |     |     |           |                 |                   |                                                                                             |
| 6   |        | 6            |         |                   |       |     |     |           |                 |                   | People employed Painters Bulwark &c.                                                        |
| 7   |        | 6            |         |                   |       |     |     |           |                 |                   | also repairing Sails.                                                                       |
| 8   |        | 6            |         |                   |       |     |     |           |                 |                   |                                                                                             |
| 9   |        | 6            |         |                   |       |     |     |           |                 |                   | Carpenter sick off duty.                                                                    |
| 10  |        | 6            |         |                   |       |     |     |           |                 |                   |                                                                                             |
| 11  |        | 6            |         |                   |       |     |     |           |                 |                   |                                                                                             |
| 12  |        | 6            |         |                   |       |     |     |           |                 |                   |                                                                                             |
| 1   | S by W | 6            |         | ESE               | 5     |     |     | 30.10     |                 |                   | continued fresh breeze clear fine, cumulus clouds eddies from ESE, wind veered to easterly. |
| 2   |        | 6            |         |                   |       |     |     |           |                 |                   |                                                                                             |
| 3   |        | 6            |         |                   |       |     |     |           |                 |                   |                                                                                             |
| 4   |        | 6            |         |                   |       |     |     |           |                 |                   |                                                                                             |
| 5   |        | 6            |         |                   |       |     |     |           |                 |                   |                                                                                             |
| 6   |        | 6            |         |                   |       |     |     |           |                 |                   |                                                                                             |
| 7   |        | 6            |         |                   |       |     |     |           |                 |                   |                                                                                             |
| 8   |        | 6            |         |                   |       |     |     |           |                 |                   |                                                                                             |
| 9   |        | 6            |         |                   |       |     |     |           |                 |                   |                                                                                             |
| 10  |        | 6            |         |                   |       |     |     |           |                 |                   | All Light lookouts pumps & Ventilator strictly attended to                                  |
| 11  |        | 6            |         |                   |       |     |     |           |                 |                   |                                                                                             |
| 12  |        | 6            |         |                   |       |     |     |           |                 |                   |                                                                                             |

BEARING & DISTANCE AT NOON.

| COURSE | DISTANCE | Difference Latitude | Departure | Latitude by Account | Latitude Observed | Difference of Longitude | Longitude by Account | Longitude by Chronometer | Longitude Observed | Variation | Distance Run per Patent Log |
|--------|----------|---------------------|-----------|---------------------|-------------------|-------------------------|----------------------|--------------------------|--------------------|-----------|-----------------------------|
| SSE    | 144      | 144                 | 1.2       | 20° 59'             | 20° 51'           | 13"                     | 34° 32'              | 34° 32'                  | 34° 32'            | 10"       |                             |

ON THE LOOK-OUT

| From | To |
|------|----|
| 6    | 8  |
| 8    | 10 |
| 10   | 12 |
| 12   | 2  |
| 2    | 4  |
| 4    | 6  |

NAME  
Johnston  
Royal  
Sloane  
Reed  
Hidman  
Abrahamson

LANTERNS HUNG OUT

From Sunset To Sunrise

J. Richmond

Mate.

Master.

CHIEF OFFICER'S LOG.

| Hrs | Course | Distance Run |         | WINDS—see Formula |       | Sea | Lee | Barometer | Temperature Air | Temperature Water | Remarks, &c.                                                                                                                              |
|-----|--------|--------------|---------|-------------------|-------|-----|-----|-----------|-----------------|-------------------|-------------------------------------------------------------------------------------------------------------------------------------------|
|     |        | Knots        | Fathoms | Direction         | Force |     |     |           |                 |                   |                                                                                                                                           |
|     |        |              |         |                   |       |     |     |           |                 |                   | Tuesday May 21 <sup>st</sup> 1895                                                                                                         |
| 1   | S by W | 4 1/2        |         | ESE               | 4     |     |     | 30.12     |                 |                   | This day begins with moderate breeze cloudy fine, wind gradually veering Northwesterly, clear from the NE. Sea quiet, Northwesterly swell |
| 2   |        | 4 1/2        |         |                   |       |     |     |           |                 |                   |                                                                                                                                           |
| 3   |        | 4 1/2        |         |                   |       |     |     |           |                 |                   |                                                                                                                                           |
| 4   |        | 4 1/2        |         |                   |       |     |     |           |                 |                   |                                                                                                                                           |
| 5   |        | 4 1/2        |         |                   |       |     |     |           |                 |                   |                                                                                                                                           |
| 6   |        | 4 1/2        |         |                   |       |     |     |           |                 |                   | People variously employed                                                                                                                 |
| 7   |        | 4 1/2        |         |                   |       |     |     |           |                 |                   | Carpenter sick off duty.                                                                                                                  |
| 8   |        | 4 1/2        |         |                   |       |     |     |           |                 |                   | Two of crew sail on at night.                                                                                                             |
| 9   |        | 4 1/2        |         |                   |       |     |     |           |                 |                   |                                                                                                                                           |
| 10  |        | 4 1/2        |         |                   |       |     |     |           |                 |                   |                                                                                                                                           |
| 11  |        | 4 1/2        |         |                   |       |     |     |           |                 |                   |                                                                                                                                           |
| 12  |        | 4 1/2        |         |                   |       |     |     |           |                 |                   |                                                                                                                                           |
| 1   | S by W | 4 1/2        |         | N                 | 4     |     |     | 30.11     |                 |                   | mid-shower sky heavy with rain Lightning on the SW & West & NW, banking up heavy in the NNE                                               |
| 2   |        | 4 1/2        |         |                   |       |     |     |           |                 |                   |                                                                                                                                           |
| 3   |        | 4 1/2        |         |                   |       |     |     |           |                 |                   |                                                                                                                                           |
| 4   |        | 4 1/2        |         |                   |       |     |     |           |                 |                   |                                                                                                                                           |
| 5   |        | 4 1/2        |         |                   |       |     |     |           |                 |                   |                                                                                                                                           |
| 6   |        | 4 1/2        |         |                   |       |     |     |           |                 |                   |                                                                                                                                           |
| 7   |        | 4 1/2        |         |                   |       |     |     |           |                 |                   |                                                                                                                                           |
| 8   |        | 4 1/2        |         |                   |       |     |     |           |                 |                   |                                                                                                                                           |
| 9   |        | 4 1/2        |         |                   |       |     |     |           |                 |                   |                                                                                                                                           |
| 10  |        | 4 1/2        |         |                   |       |     |     |           |                 |                   | wind hauled NW with heavy rain continued moderate breeze.                                                                                 |
| 11  |        | 4 1/2        |         |                   |       |     |     |           |                 |                   | All lights lookouts pumps & Ventilator strictly attended to                                                                               |
| 12  |        | 4 1/2        |         |                   |       |     |     |           |                 |                   |                                                                                                                                           |

BEARING & DISTANCE AT NOON.

| COURSE | DISTANCE | Difference Latitude | Departure | Latitude by Account | Latitude Observed | Difference of Longitude | Longitude by Account | Longitude by Chronometer | Longitude Observed | Variation | Distance Run per Patent Log |
|--------|----------|---------------------|-----------|---------------------|-------------------|-------------------------|----------------------|--------------------------|--------------------|-----------|-----------------------------|
| SSE    | 108      | 93                  | 1.6       | 22° 55'             | 22° 54'           | 60"                     | 33° 38'              | 33° 31'                  | 33° 31'            | 10"       |                             |

ON THE LOOK-OUT

| From | To |
|------|----|
| 6    | 8  |
| 8    | 10 |
| 10   | 12 |
| 12   | 2  |
| 2    | 4  |
| 4    | 6  |

NAME  
Royal  
Johnston  
Reed  
Sloane  
Abrahamson  
Hidman

LANTERNS HUNG OUT

From Sunset To Sunrise

J. Richmond

Mate.

Master.

LOG of the  
FromEnterprise  
Liverpool

Towards

Wellington

1895

## CHIEF OFFICER'S LOG.

| Hrs | Course   | Distance Run |         | WINDS—see Formula |       |          |         | REMARKS, &c.                        |  |  |  |
|-----|----------|--------------|---------|-------------------|-------|----------|---------|-------------------------------------|--|--|--|
|     |          | Knots        | Fathoms | Direction         | Force | Sail Set | Lee Way |                                     |  |  |  |
| 1   | SE 1/2 E | 1 1/2        | 1 1/2   | SE 1/2 E          | 1     |          | 30°     | Wednesday May 22 <sup>nd</sup> 1895 |  |  |  |
| 2   |          | 1 1/2        | 1 1/2   |                   |       |          |         | This day begins with very light     |  |  |  |
| 3   |          | 1 1/2        | 1 1/2   |                   |       |          |         | airs from SE 1/2 E, nearly          |  |  |  |
| 4   |          | 1 1/2        | 1 1/2   |                   |       |          |         | calm at times                       |  |  |  |
| 5   |          | 1 1/2        | 1 1/2   |                   |       |          |         | People employed painting ship       |  |  |  |
| 6   |          | 1 1/2        | 1 1/2   |                   |       |          |         | bulwarks & deckhouse.               |  |  |  |
| 7   |          | 1 1/2        | 1 1/2   |                   |       |          |         | Carpenter sick off duty.            |  |  |  |
| 8   |          | 1 1/2        | 1 1/2   |                   |       |          |         | Two of crew painting                |  |  |  |
| 9   |          | 1 1/2        | 1 1/2   |                   |       |          |         |                                     |  |  |  |
| 10  |          | 1 1/2        | 1 1/2   |                   |       |          |         |                                     |  |  |  |
| 11  |          | 1 1/2        | 1 1/2   |                   |       |          |         |                                     |  |  |  |
| 12  |          | 1 1/2        | 1 1/2   |                   |       |          |         |                                     |  |  |  |
| 1   | SE 1/2 E | 3            | 3       | SE 1/2 E          | 3     |          | 30°     | On breeze springs up from SE 1/2 E  |  |  |  |
| 2   |          | 3            | 3       |                   |       |          |         | clear & fine, sun from SE.          |  |  |  |
| 3   |          | 3            | 3       |                   |       |          |         | Sea smooth.                         |  |  |  |
| 4   |          | 3            | 3       |                   |       |          |         | Continued pleasant breeze           |  |  |  |
| 5   |          | 3            | 3       |                   |       |          |         | force 3 during the remainder        |  |  |  |
| 6   |          | 3            | 3       |                   |       |          |         | of this day.                        |  |  |  |
| 7   |          | 3            | 3       |                   |       |          |         |                                     |  |  |  |
| 8   |          | 3            | 3       |                   |       |          |         |                                     |  |  |  |
| 9   |          | 3            | 3       |                   |       |          |         |                                     |  |  |  |
| 10  |          | 3            | 3       |                   |       |          |         | All light lookout pumps &           |  |  |  |
| 11  |          | 3            | 3       |                   |       |          |         | ventilation strictly attended to    |  |  |  |
| 12  |          | 3            | 3       |                   |       |          |         |                                     |  |  |  |

BEARING &amp; DISTANCE AT NOON

| COURSE   | DISTANCE | Difference Latitude | Departure | Latitude by Account | Latitude Observed | Difference of Longitude | Longitude by Account | Longitude by Chronometer | Longitude Observed | Variation | Distance Run per Patent Log |
|----------|----------|---------------------|-----------|---------------------|-------------------|-------------------------|----------------------|--------------------------|--------------------|-----------|-----------------------------|
| SE 1/2 E | 56       | 35'                 | 44        | 22° 50'             | 22° 51'           | 41'                     | 32° 44'              | 32° 50'                  | 32° 50'            | 12 1/2    | —                           |

ON THE LOOK-OUT

NAME

LANTERNS HUNG OUT

|      |    |    |    |                                                               |                        |
|------|----|----|----|---------------------------------------------------------------|------------------------|
| From | 6  | To | 8  | Johnston<br>Key<br>St. Johns<br>Brill<br>St. John<br>Cape Cod | From Sunset To Sunrise |
|      | 8  |    | 10 |                                                               |                        |
|      | 10 |    | 12 |                                                               |                        |
|      | 12 |    | 2  |                                                               |                        |
|      | 2  |    | 4  |                                                               |                        |
|      | 4  |    | 6  |                                                               |                        |

J. Richmond

Mate.

Master.

LOG of the  
FromEnterprise  
Liverpool

Towards

Wellington

## CHIEF OFFICER'S LOG.

| Hrs | Course   | Distance Run |         | WINDS—see Formula |       |          |         | REMARKS, &c.                        |  |  |  |
|-----|----------|--------------|---------|-------------------|-------|----------|---------|-------------------------------------|--|--|--|
|     |          | Knots        | Fathoms | Direction         | Force | Sail Set | Lee Way |                                     |  |  |  |
| 1   | SE 1/2 E | 2 1/2        | 2 1/2   | SE 1/2 E          | 2     |          | 30°     | Thursday May 23 <sup>rd</sup> 1895  |  |  |  |
| 2   |          | 2 1/2        | 2 1/2   |                   |       |          |         | This day begins with light SE air   |  |  |  |
| 3   |          | 2 1/2        | 2 1/2   |                   |       |          |         | light breeze, average force 2.      |  |  |  |
| 4   |          | 2 1/2        | 2 1/2   |                   |       |          |         | Sun starts slowly from SE sea quiet |  |  |  |
| 5   |          | 2 1/2        | 2 1/2   |                   |       |          |         | People employed painting boat       |  |  |  |
| 6   |          | 2 1/2        | 2 1/2   |                   |       |          |         | inside boat also brown on bulwark   |  |  |  |
| 7   |          | 2 1/2        | 2 1/2   |                   |       |          |         | Two of crew repairing sail          |  |  |  |
| 8   |          | 2 1/2        | 2 1/2   |                   |       |          |         | Carpenter resumed duty today.       |  |  |  |
| 9   |          | 2 1/2        | 2 1/2   |                   |       |          |         |                                     |  |  |  |
| 10  |          | 2 1/2        | 2 1/2   |                   |       |          |         |                                     |  |  |  |
| 11  |          | 2 1/2        | 2 1/2   |                   |       |          |         |                                     |  |  |  |
| 12  |          | 2 1/2        | 2 1/2   |                   |       |          |         |                                     |  |  |  |
| 1   | SE 1/2 E | 2 1/2        | 2 1/2   | SE 1/2 E          | 2     |          | 30°     | Continued light breeze from         |  |  |  |
| 2   |          | 2 1/2        | 2 1/2   |                   |       |          |         | SE during the remainder of          |  |  |  |
| 3   |          | 2 1/2        | 2 1/2   |                   |       |          |         | this day.                           |  |  |  |
| 4   |          | 2 1/2        | 2 1/2   |                   |       |          |         |                                     |  |  |  |
| 5   |          | 2 1/2        | 2 1/2   |                   |       |          |         |                                     |  |  |  |
| 6   |          | 2 1/2        | 2 1/2   |                   |       |          |         |                                     |  |  |  |
| 7   |          | 2 1/2        | 2 1/2   |                   |       |          |         |                                     |  |  |  |
| 8   |          | 2 1/2        | 2 1/2   |                   |       |          |         |                                     |  |  |  |
| 9   |          | 2 1/2        | 2 1/2   |                   |       |          |         |                                     |  |  |  |
| 10  |          | 2 1/2        | 2 1/2   |                   |       |          |         | All light lookout pumps &           |  |  |  |
| 11  |          | 2 1/2        | 2 1/2   |                   |       |          |         | ventilation strictly attended to.   |  |  |  |
| 12  |          | 2 1/2        | 2 1/2   |                   |       |          |         |                                     |  |  |  |

BEARING &amp; DISTANCE AT NOON

| COURSE   | DISTANCE | Difference Latitude | Departure | Latitude by Account | Latitude Observed | Difference of Longitude | Longitude by Account | Longitude by Chronometer | Longitude Observed | Variation | Distance Run per Patent Log |
|----------|----------|---------------------|-----------|---------------------|-------------------|-------------------------|----------------------|--------------------------|--------------------|-----------|-----------------------------|
| SE 1/2 E | 58       | 34'                 | 43        | 22° 47'             | 22° 48'           | 41'                     | 32° 47'              | 32° 47'                  | 32° 47'            | 10 1/2    | —                           |

ON THE LOOK-OUT

NAME

LANTERNS HUNG OUT

|      |    |    |    |                                                                         |                        |
|------|----|----|----|-------------------------------------------------------------------------|------------------------|
| From | 6  | To | 8  | Ruypl.<br>Johnston<br>Key<br>St. Johns<br>Brill<br>St. John<br>Cape Cod | From Sunset To Sunrise |
|      | 8  |    | 10 |                                                                         |                        |
|      | 10 |    | 12 |                                                                         |                        |
|      | 12 |    | 2  |                                                                         |                        |
|      | 2  |    | 4  |                                                                         |                        |
|      | 4  |    | 6  |                                                                         |                        |

J. Richmond

Mate.

Master.

## CHIEF OFFICER'S LOG.

| Hrs | Course        | Distance Run |         | WINDS—see Formula |          | Sail Set | Lee Way | Barometer   | Temperature Air | Temperature Water | Remarks, &c.                                                                                                                      |
|-----|---------------|--------------|---------|-------------------|----------|----------|---------|-------------|-----------------|-------------------|-----------------------------------------------------------------------------------------------------------------------------------|
|     |               | Knots        | Fathoms | Direction         | Force    |          |         |             |                 |                   |                                                                                                                                   |
|     | <i>By day</i> | <i>5</i>     |         | <i>Easterly</i>   | <i>4</i> |          |         | <i>30.2</i> |                 |                   | <i>Friday May 24<sup>th</sup> 1896.</i>                                                                                           |
| 1   |               | <i>5</i>     |         |                   |          |          |         |             |                 |                   | <i>On this day begins with moderate breeze from the Eastward clear &amp; fine, sea smooth, sky &amp; sun from the bar, slowly</i> |
| 2   |               | <i>5</i>     |         |                   |          |          |         |             |                 |                   |                                                                                                                                   |
| 3   |               | <i>5</i>     |         |                   |          |          |         |             |                 |                   |                                                                                                                                   |
| 4   |               | <i>5</i>     |         |                   |          |          |         |             |                 |                   |                                                                                                                                   |
| 5   |               | <i>5</i>     |         |                   |          |          |         |             |                 |                   |                                                                                                                                   |
| 6   |               | <i>5</i>     |         |                   |          |          |         |             |                 |                   |                                                                                                                                   |
| 7   |               | <i>5</i>     |         |                   |          |          |         |             |                 |                   | <i>People employed painting ship two of crew repairing sails</i>                                                                  |
| 8   |               | <i>5</i>     |         |                   |          |          |         |             |                 |                   | <i>Carpenter repairing Rudder.</i>                                                                                                |
| 9   |               | <i>5</i>     |         |                   |          |          |         |             |                 |                   |                                                                                                                                   |
| 10  |               | <i>5</i>     |         |                   |          |          |         |             |                 |                   |                                                                                                                                   |
| 11  |               | <i>5</i>     |         |                   |          |          |         |             |                 |                   |                                                                                                                                   |
| 12  |               | <i>5</i>     |         |                   |          |          |         |             |                 |                   |                                                                                                                                   |
| 1   | <i>By day</i> | <i>5</i>     |         | <i>Easterly</i>   | <i>4</i> |          |         | <i>30.2</i> |                 |                   | <i>mid continued moderate</i>                                                                                                     |
| 2   |               | <i>5</i>     |         |                   |          |          |         |             |                 |                   | <i>1/4 Easterly wind clear &amp; fine</i>                                                                                         |
| 3   |               | <i>5</i>     |         |                   |          |          |         |             |                 |                   | <i>smooth sea, &amp; roll-cumulus</i>                                                                                             |
| 4   |               | <i>5</i>     |         |                   |          |          |         |             |                 |                   | <i>slowly from the N.E.</i>                                                                                                       |
| 5   |               | <i>5</i>     |         |                   |          |          |         |             |                 |                   |                                                                                                                                   |
| 6   |               | <i>5</i>     |         |                   |          |          |         |             |                 |                   |                                                                                                                                   |
| 7   |               | <i>5</i>     |         |                   |          |          |         |             |                 |                   |                                                                                                                                   |
| 8   |               | <i>5</i>     |         |                   |          |          |         |             |                 |                   |                                                                                                                                   |
| 9   |               | <i>5</i>     |         |                   |          |          |         |             |                 |                   |                                                                                                                                   |
| 10  |               | <i>5</i>     |         |                   |          |          |         |             |                 |                   | <i>All light lookout pump &amp;</i>                                                                                               |
| 11  |               | <i>5</i>     |         |                   |          |          |         |             |                 |                   | <i>ventilators strictly attended to.</i>                                                                                          |
| 12  |               | <i>5</i>     |         |                   |          |          |         |             |                 |                   |                                                                                                                                   |

## BEARING &amp; DISTANCE AT NOON.

| COURSE         | DISTANCE      | Difference Latitude | Departure | Latitude by Account | Latitude Observed | Difference of Longitude | Longitude by Account | Longitude by Chronometer | Longitude Observed | Variation | Distance Run per Patent Log |
|----------------|---------------|---------------------|-----------|---------------------|-------------------|-------------------------|----------------------|--------------------------|--------------------|-----------|-----------------------------|
| <i>8 1/2 N</i> | <i>13 1/2</i> | <i>24</i>           | <i>13</i> | <i>24 50 24 50</i>  | <i>24</i>         | <i>38.01</i>            | <i>33.04</i>         | <i>33.04</i>             | <i>18 11</i>       | <i>—</i>  | <i>—</i>                    |

## ON THE LOOK-OUT

| ON THE LOOK-OUT |           | NAME            |  | LANTERNS HUNG OUT |                |
|-----------------|-----------|-----------------|--|-------------------|----------------|
| From            | To        |                 |  | From              | To             |
| <i>6</i>        | <i>8</i>  | <i>Johnston</i> |  | <i>Sunset</i>     | <i>Sunrise</i> |
| <i>8</i>        | <i>10</i> | <i>Royal</i>    |  |                   |                |
| <i>10</i>       | <i>12</i> | <i>Stuane</i>   |  |                   |                |
| <i>12</i>       | <i>2</i>  | <i>Riad</i>     |  |                   |                |
| <i>2</i>        | <i>4</i>  | <i>Herman</i>   |  |                   |                |
| <i>4</i>        | <i>6</i>  | <i>Edwards</i>  |  |                   |                |

*C Richmond*

Mate.

Master.

## CHIEF OFFICER'S LOG.

| Hrs | Course        | Distance Run |         | WINDS—see Formula |          | Sail Set | Lee Way | Barometer    | Temperature Air | Temperature Water | Remarks, &c.                                                                  |
|-----|---------------|--------------|---------|-------------------|----------|----------|---------|--------------|-----------------|-------------------|-------------------------------------------------------------------------------|
|     |               | Knots        | Fathoms | Direction         | Force    |          |         |              |                 |                   |                                                                               |
|     | <i>By day</i> | <i>5</i>     |         | <i>North E</i>    | <i>4</i> |          |         | <i>30.10</i> |                 |                   | <i>Saturday May 25<sup>th</sup> 1896.</i>                                     |
| 1   |               | <i>5</i>     |         |                   |          |          |         |              |                 |                   | <i>This day begins with moderate breeze from N.E. clear &amp; fine, small</i> |
| 2   |               | <i>5</i>     |         |                   |          |          |         |              |                 |                   | <i>from N.E. water smooth.</i>                                                |
| 3   |               | <i>5</i>     |         |                   |          |          |         |              |                 |                   |                                                                               |
| 4   |               | <i>5</i>     |         |                   |          |          |         |              |                 |                   |                                                                               |
| 5   |               | <i>5</i>     |         |                   |          |          |         |              |                 |                   | <i>People employed painting ship</i>                                          |
| 6   |               | <i>5</i>     |         |                   |          |          |         |              |                 |                   | <i>two of crew repairing sails</i>                                            |
| 7   |               | <i>5</i>     |         |                   |          |          |         |              |                 |                   | <i>Carpenter, Oiling down aloft</i>                                           |
| 8   |               | <i>5</i>     |         |                   |          |          |         |              |                 |                   | <i>also Skirting Gear Windlass winch</i>                                      |
| 9   |               | <i>5</i>     |         |                   |          |          |         |              |                 |                   | <i>&amp;c.</i>                                                                |
| 10  |               | <i>5</i>     |         |                   |          |          |         |              |                 |                   |                                                                               |
| 11  |               | <i>5</i>     |         |                   |          |          |         |              |                 |                   |                                                                               |
| 12  |               | <i>5</i>     |         |                   |          |          |         |              |                 |                   |                                                                               |
| 1   | <i>By day</i> | <i>4</i>     |         | <i>N E</i>        | <i>4</i> |          |         | <i>30.10</i> |                 |                   | <i>1/4 moderate N.E. breeze rather</i>                                        |
| 2   |               | <i>4</i>     |         |                   |          |          |         |              |                 |                   | <i>unsteady in force from</i>                                                 |
| 3   |               | <i>4</i>     |         |                   |          |          |         |              |                 |                   | <i>Northward. weather &amp; sea as</i>                                        |
| 4   |               | <i>4</i>     |         |                   |          |          |         |              |                 |                   | <i>above</i>                                                                  |
| 5   |               | <i>4</i>     |         |                   |          |          |         |              |                 |                   |                                                                               |
| 6   |               | <i>4</i>     |         |                   |          |          |         |              |                 |                   | <i>Deck washed down, also all</i>                                             |
| 7   |               | <i>4</i>     |         |                   |          |          |         |              |                 |                   | <i>berths to cash &amp; thoroughly</i>                                        |
| 8   |               | <i>4</i>     |         |                   |          |          |         |              |                 |                   | <i>cleaned</i>                                                                |
| 9   |               | <i>4</i>     |         |                   |          |          |         |              |                 |                   |                                                                               |
| 10  |               | <i>4</i>     |         |                   |          |          |         |              |                 |                   | <i>All light lookout pump &amp;</i>                                           |
| 11  |               | <i>4</i>     |         |                   |          |          |         |              |                 |                   | <i>ventilators strictly attended to</i>                                       |
| 12  |               | <i>4</i>     |         |                   |          |          |         |              |                 |                   |                                                                               |

## BEARING &amp; DISTANCE AT NOON.

| COURSE         | DISTANCE      | Difference Latitude | Departure | Latitude by Account | Latitude Observed | Difference of Longitude | Longitude by Account | Longitude by Chronometer | Longitude Observed | Variation | Distance Run per Patent Log |
|----------------|---------------|---------------------|-----------|---------------------|-------------------|-------------------------|----------------------|--------------------------|--------------------|-----------|-----------------------------|
| <i>8 1/2 E</i> | <i>11 1/2</i> | <i>10 1/2</i>       | <i>44</i> | <i>24 57 24 58</i>  | <i>24 55</i>      | <i>38.05</i>            | <i>33.07</i>         | <i>33.07</i>             | <i>18 11</i>       | <i>—</i>  | <i>—</i>                    |

## ON THE LOOK-OUT

| ON THE LOOK-OUT |           | NAME            |  | LANTERNS HUNG OUT |                |
|-----------------|-----------|-----------------|--|-------------------|----------------|
| From            | To        |                 |  | From              | To             |
| <i>6</i>        | <i>8</i>  | <i>Royal</i>    |  | <i>Sunset</i>     | <i>Sunrise</i> |
| <i>8</i>        | <i>10</i> | <i>Johnston</i> |  |                   |                |
| <i>10</i>       | <i>12</i> | <i>Riad</i>     |  |                   |                |
| <i>12</i>       | <i>2</i>  | <i>Stuane</i>   |  |                   |                |
| <i>2</i>        | <i>4</i>  | <i>Edwards</i>  |  |                   |                |
| <i>4</i>        | <i>6</i>  | <i>Herman</i>   |  |                   |                |

*C Richmond*

Mate.

Master.

LOG of the *Enterpriser* From *Liverpool* Towards *Wellington*.

CHIEF OFFICER'S LOG.

| Hrs | Course | Distance Run | WINDS—see Formula | Force | Sail Set | Log Way | Remarks, &c.                      |
|-----|--------|--------------|-------------------|-------|----------|---------|-----------------------------------|
| 1   | SxS    | 5            | Northerly         | 5     |          | 30/10   | Sunday May 26 <sup>th</sup> 1895. |
| 2   | "      | 5            | "                 | "     |          |         | This day begins with moderate     |
| 3   | "      | 5            | "                 | "     |          |         | Northerly wind clear of no large  |
| 4   | "      | 5            | "                 | "     |          |         | masses of cumulus from NW & W.    |
| 5   | "      | 5            | "                 | "     |          |         | Small from SE.                    |
| 6   | "      | 5            | "                 | "     |          |         | People employed standing by       |
| 7   | "      | 5            | "                 | "     |          |         |                                   |
| 8   | "      | 5            | NW                | "     |          |         | wind veering NW squally           |
| 9   | "      | 5            | "                 | "     |          |         | with rain, standing by Royal      |
| 10  | "      | 5            | "                 | "     |          |         | Halyards at times.                |
| 11  | "      | 5            | "                 | "     |          |         |                                   |
| 12  | "      | 5            | "                 | "     |          |         |                                   |
| 1   | SxS    | 5            | West              | 5     |          | 30/10   | NW wind veering Westward &        |
| 2   | "      | 5            | "                 | "     |          |         | southward of west, nimbus.        |
| 3   | "      | 5            | "                 | "     |          |         | from the SW backing up.           |
| 4   | "      | 5            | "                 | "     |          |         | Several sharp squalls with        |
| 5   | "      | 5            | "                 | "     |          |         | rain, clearing up towards         |
| 6   | "      | 5            | "                 | "     |          |         | Sunset & hauling more forethwart. |
| 7   | "      | 5            | "                 | "     |          |         |                                   |
| 8   | "      | 5            | SW                | "     |          |         |                                   |
| 9   | "      | 5            | "                 | "     |          |         |                                   |
| 10  | "      | 5            | "                 | "     |          |         | All lights lookout pumps &        |
| 11  | "      | 5            | "                 | "     |          |         | ventilators strictly attended to. |
| 12  | "      | 5            | "                 | "     |          |         |                                   |

BEARING & DISTANCE AT NOON

| COURSE | DISTANCE | Difference Latitude | Departure | Latitude by Account | Latitude Observed | Difference of Longitude | Longitude by Account | Longitude by Chronometer | Longitude Observed | Variation | Distance Run per Patent Log |
|--------|----------|---------------------|-----------|---------------------|-------------------|-------------------------|----------------------|--------------------------|--------------------|-----------|-----------------------------|
| SxS    | 126      | 115                 | 57        | 29° 32'             | 29° 33'           | 59                      | 31° 07'              | 31° 06'                  | 31° 06'            | 15W       |                             |

ON THE LOOKOUT

| From | To |
|------|----|
| 6    | 8  |
| 8    | 10 |
| 10   | 12 |
| 12   | 2  |
| 2    | 4  |
| 4    | 6  |

NAME  
Reed  
Stoan  
Abramson  
Herman  
Bushman  
Bedwell

LANTERNS HUNG OUT

From Sunset To Sunrise

T. Richmond

Mate.

Master.

LOG of the *Enterpriser* From *Liverpool* Towards *Wellington*.

CHIEF OFFICER'S LOG.

| Hrs | Course | Distance Run | WINDS—see Formula | Force | Sail Set | Log Way | Remarks, &c.                      |
|-----|--------|--------------|-------------------|-------|----------|---------|-----------------------------------|
| 1   | SxS    | 3            | SEW               | 2     |          | 30/30   | Monday May 27 <sup>th</sup> 95    |
| 2   | "      | 3            | "                 | "     |          |         | This day begins light baffling    |
| 3   | "      | 2            | "                 | "     |          |         | wind from SEW falling away        |
| 4   | "      | 2            | "                 | "     |          |         | nearly calm, sky clear sea quiet  |
| 5   | "      | 1            | "                 | "     |          |         | Small from the Southward, over    |
| 6   | "      | 1            | "                 | "     |          |         | hulls from SEW.                   |
| 7   | "      | 1            | "                 | "     |          |         | People employed brading and       |
| 8   | "      | 1            | "                 | "     |          |         | weather suit of sails             |
| 9   | "      | 1            | "                 | "     |          |         | Carpenter employed getting        |
| 10  | "      | 1            | "                 | "     |          |         | forward boats in order.           |
| 11  | "      | 1            | "                 | "     |          |         |                                   |
| 12  | "      | 1            | "                 | "     |          |         |                                   |
| 1   | SxS    | 1            | SEW               | "     |          | 30/30   | NW                                |
| 2   | "      | 1            | "                 | "     |          |         | light air & calm ship             |
| 3   | "      | 1            | "                 | "     |          |         | barely steering at times          |
| 4   | "      | 1            | "                 | "     |          |         |                                   |
| 5   | "      | 1            | "                 | "     |          |         |                                   |
| 6   | "      | 1            | "                 | "     |          |         |                                   |
| 7   | "      | 1            | "                 | "     |          |         | backing up in the Northward       |
| 8   | "      | 1            | "                 | "     |          |         | indication of a breeze.           |
| 9   | "      | 1            | "                 | "     |          |         |                                   |
| 10  | "      | 1            | "                 | "     |          |         | All lights lookout pumps &        |
| 11  | "      | 1            | "                 | "     |          |         | ventilators strictly attended to. |
| 12  | "      | 1            | "                 | "     |          |         |                                   |

BEARING & DISTANCE AT NOON

| COURSE | DISTANCE | Difference Latitude | Departure | Latitude by Account | Latitude Observed | Difference of Longitude | Longitude by Account | Longitude by Chronometer | Longitude Observed | Variation | Distance Run per Patent Log |
|--------|----------|---------------------|-----------|---------------------|-------------------|-------------------------|----------------------|--------------------------|--------------------|-----------|-----------------------------|
| SxS    | 30       | 14                  | 86        | 29° 46'             | 29° 45'           | 30                      | 30° 36'              | 30° 36'                  | 30° 36'            | 4W        |                             |

ON THE LOOKOUT

| From | To |
|------|----|
| 6    | 8  |
| 8    | 10 |
| 10   | 12 |
| 12   | 2  |
| 2    | 4  |
| 4    | 6  |

NAME  
Stoan  
Reed  
Herman  
Abramson  
Bedwell  
Bushman

LANTERNS HUNG OUT

From Sunset To Sunrise

T. Richmond

Mate.

Master.

## CHIEF OFFICER'S LOG

| Hrs | Distance Run    |         | WINDS—see Formula |       | Sail Set | Lee Way | Barometer | Temperature Air | Temperature Water | Deviation | REMARKS, &c.                               |
|-----|-----------------|---------|-------------------|-------|----------|---------|-----------|-----------------|-------------------|-----------|--------------------------------------------|
|     | Knots           | Fathoms | Direction         | Force |          |         |           |                 |                   |           |                                            |
|     | <i>Course</i>   |         |                   |       |          |         |           |                 |                   |           |                                            |
| 1   | <i>SE 1/4 N</i> | 3       | <i>NE</i>         | 3     |          |         |           |                 |                   |           | <i>Tuesday May 28<sup>th</sup> 1895.</i>   |
| 2   |                 | 3       |                   |       |          |         |           |                 |                   |           | <i>Friday begins with breeze</i>           |
| 3   |                 | 3       |                   |       |          |         |           |                 |                   |           | <i>springing up from Northward</i>         |
| 4   |                 | 3       |                   |       |          |         |           |                 |                   |           | <i>gradually increasing. Sky</i>           |
| 5   |                 | 4       |                   |       |          |         |           |                 |                   |           | <i>dull overcast. Nimbus clouds</i>        |
| 6   |                 | 4       |                   |       |          |         |           |                 |                   |           | <i>in the Northern horizon, indicative</i> |
| 7   |                 | 4       |                   |       |          |         |           |                 |                   |           | <i>of rain.</i>                            |
| 8   |                 | 4       |                   |       |          |         |           |                 |                   |           | <i>People variously employed.</i>          |
| 9   |                 | 4       |                   |       |          |         |           |                 |                   |           | <i>Sailmaking &amp;c.</i>                  |
| 10  |                 | 5       |                   |       |          |         |           |                 |                   |           | <i>Carpenter at his trade.</i>             |
| 11  |                 | 5       |                   |       |          |         |           |                 |                   |           |                                            |
| 12  |                 | 5       |                   |       |          |         |           |                 |                   |           |                                            |
| 1   | <i>SE 1/4 N</i> | 6       | <i>Northw.</i>    | 5     |          |         |           |                 |                   |           | <i>wind veering Northw. with</i>           |
| 2   |                 | 6       |                   |       |          |         |           |                 |                   |           | <i>heavy showers of rain</i>               |
| 3   |                 | 6       |                   |       |          |         |           |                 |                   |           | <i>sky clouded overcast.</i>               |
| 4   |                 | 6       |                   |       |          |         |           |                 |                   |           | <i>Continued fresh breeze with</i>         |
| 5   |                 | 6       |                   |       |          |         |           |                 |                   |           | <i>rain during the remainder</i>           |
| 6   |                 | 6       |                   |       |          |         |           |                 |                   |           | <i>of this day.</i>                        |
| 7   |                 | 6       |                   |       |          |         |           |                 |                   |           |                                            |
| 8   |                 | 6       |                   |       |          |         |           |                 |                   |           |                                            |
| 9   |                 | 6       |                   |       |          |         |           |                 |                   |           |                                            |
| 10  |                 | 6       |                   |       |          |         |           |                 |                   |           | <i>All light lookout pumps &amp;</i>       |
| 11  |                 | 6       |                   |       |          |         |           |                 |                   |           | <i>ventilators strictly attended to.</i>   |
| 12  |                 | 6       |                   |       |          |         |           |                 |                   |           |                                            |

BEARING &amp; DISTANCE AT NOON

| COURSE          | DISTANCE   | Difference Latitude | Departure | Latitude by Account | Latitude Observed | Difference of Longitude | Longitude by Account | Longitude by Chronometer | Longitude Observed | Variation | Distance Run per Patent Log |
|-----------------|------------|---------------------|-----------|---------------------|-------------------|-------------------------|----------------------|--------------------------|--------------------|-----------|-----------------------------|
| <i>SE 1/4 N</i> | <i>185</i> | <i>195</i>          | <i>04</i> | <i>31 57</i>        | <i>—</i>          | <i>5'</i>               | <i>30 51</i>         | <i>North</i>             | <i>18 11</i>       | <i>—</i>  | <i>—</i>                    |

ON THE LOOK-OUT

| From               | To        | NAME              |
|--------------------|-----------|-------------------|
| <i>6</i>           | <i>8</i>  | <i>Rail</i>       |
| <i>8</i>           | <i>10</i> | <i>Sloane</i>     |
| <i>10</i>          | <i>12</i> | <i>Abrahamson</i> |
| <i>12</i>          | <i>2</i>  | <i>Herman</i>     |
| <i>2</i>           | <i>4</i>  | <i>Basham</i>     |
| <i>4</i>           | <i>6</i>  | <i>Bedwell</i>    |
| <i>6</i>           | <i>8</i>  | <i>Paterson</i>   |
| <i>J. Richmond</i> |           | <i>Mate.</i>      |

Master.

## CHIEF OFFICER'S LOG.

| Hrs | Distance Run    |         | WINDS—see Formula |       | Sail Set | Lee Way | Barometer | Temperature Air | Temperature Water | Deviation | REMARKS, &c.                                         |
|-----|-----------------|---------|-------------------|-------|----------|---------|-----------|-----------------|-------------------|-----------|------------------------------------------------------|
|     | Knots           | Fathoms | Direction         | Force |          |         |           |                 |                   |           |                                                      |
|     | <i>Course</i>   |         |                   |       |          |         |           |                 |                   |           |                                                      |
| 1   | <i>SE 1/4 N</i> | 4       | <i>NE</i>         | 4     |          |         |           |                 |                   |           | <i>Wednesday May 29<sup>th</sup> 1895.</i>           |
| 2   |                 | 4       |                   |       |          |         |           |                 |                   |           | <i>This day begins with strong NW</i>                |
| 3   |                 | 4       |                   |       |          |         |           |                 |                   |           | <i>wind squalls with rain. Sky heavy</i>             |
| 4   |                 | 4       |                   |       |          |         |           |                 |                   |           | <i>overcast. Wind gradually draining</i>             |
| 5   |                 | 4       |                   |       |          |         |           |                 |                   |           | <i>weather. Sea high &amp; confused.</i>             |
| 9   |                 | 4       |                   |       |          |         |           |                 |                   |           | <i>People variously employed.</i>                    |
| 7   |                 | 4       |                   |       |          |         |           |                 |                   |           | <i>Carpenter at his trade.</i>                       |
| 8   |                 | 4       |                   |       |          |         |           |                 |                   |           |                                                      |
| 9   |                 | 4       |                   |       |          |         |           |                 |                   |           |                                                      |
| 0   |                 | 4       |                   |       |          |         |           |                 |                   |           |                                                      |
| 1   |                 | 4       |                   |       |          |         |           |                 |                   |           |                                                      |
| 2   |                 | 4       |                   |       |          |         |           |                 |                   |           |                                                      |
| 1   | <i>SE 1/4 N</i> | 8       | <i>West</i>       | 4     |          |         |           |                 |                   |           | <i>More strong westerly wind, drizzle,</i>           |
| 2   |                 | 8       |                   |       |          |         |           |                 |                   |           | <i>rain high confused sea from SW</i>                |
| 3   |                 | 8       |                   |       |          |         |           |                 |                   |           | <i>&amp; NW, causing vessel to roll &amp; strain</i> |
| 4   |                 | 8       |                   |       |          |         |           |                 |                   |           | <i>heavily, taking large quantities of</i>           |
| 5   |                 | 8       |                   |       |          |         |           |                 |                   |           | <i>water on board frequently.</i>                    |
| 9   |                 | 8       |                   |       |          |         |           |                 |                   |           | <i>Shifted into the SW &amp; began to blow</i>       |
| 7   |                 | 8       |                   |       |          |         |           |                 |                   |           | <i>up, blowing fresh small cumulus</i>               |
| 8   |                 | 8       |                   |       |          |         |           |                 |                   |           | <i>all stored, high confused sea.</i>                |
| 9   |                 | 8       |                   |       |          |         |           |                 |                   |           |                                                      |
| 0   |                 | 8       |                   |       |          |         |           |                 |                   |           | <i>All light lookout pumps &amp;</i>                 |
| 1   |                 | 8       |                   |       |          |         |           |                 |                   |           | <i>ventilators strictly attended to.</i>             |
| 2   |                 | 8       |                   |       |          |         |           |                 |                   |           |                                                      |

BEARING &amp; DISTANCE AT NOON

| COURSE          | DISTANCE   | Difference Latitude | Departure   | Latitude by Account | Latitude Observed | Difference of Longitude | Longitude by Account | Longitude by Chronometer | Longitude Observed | Variation    | Distance Run per Patent Log |
|-----------------|------------|---------------------|-------------|---------------------|-------------------|-------------------------|----------------------|--------------------------|--------------------|--------------|-----------------------------|
| <i>SE 1/4 N</i> | <i>188</i> | <i>190</i>          | <i>16 3</i> | <i>33 40</i>        | <i>33 44</i>      | <i>18 11</i>            | <i>34 29</i>         | <i>34 24</i>             | <i>34 24</i>       | <i>18 11</i> | <i>—</i>                    |

ON THE LOOK-OUT

| From               | To        | NAME              |
|--------------------|-----------|-------------------|
| <i>6</i>           | <i>8</i>  | <i>Sloane</i>     |
| <i>8</i>           | <i>10</i> | <i>Rail</i>       |
| <i>10</i>          | <i>12</i> | <i>Herman</i>     |
| <i>12</i>          | <i>2</i>  | <i>Abrahamson</i> |
| <i>2</i>           | <i>4</i>  | <i>Bedwell</i>    |
| <i>4</i>           | <i>6</i>  | <i>Basham</i>     |
| <i>6</i>           | <i>8</i>  | <i>Hilder</i>     |
| <i>J. Richmond</i> |           | <i>Mate.</i>      |

Master.

LOG of the *Eutrope*  
From *Lpool*Towards *Wellington*

## CHIEF OFFICER'S LOG

| Hrs | Course | Distance Run | WINDS—see Formula | Direction | Force | Sail Set | Lee Way | Remarks, &c.                         |
|-----|--------|--------------|-------------------|-----------|-------|----------|---------|--------------------------------------|
|     |        | Miles        | Fathoms           |           |       |          |         |                                      |
| 1   | Course | 8            |                   | SW        | 8     |          |         | Thursday May 30 <sup>th</sup> 1895   |
| 2   | SE & E | 8            |                   |           |       |          |         | This day begins with strong          |
| 3   |        | 8            |                   |           |       |          |         | SW breeze squally at times           |
| 4   |        | 8            |                   |           |       |          |         | all small sail. Storm                |
| 5   |        | 8            |                   |           |       |          |         | 1459 High beam sea running           |
| 6   |        | 8            |                   |           |       |          |         | causing vessel to roll & strain      |
| 7   |        | 8            |                   |           |       |          |         | in a violent manner & shipping       |
| 8   |        | 8            |                   |           |       |          |         | heavy water.                         |
| 9   |        | 8            |                   |           |       |          |         |                                      |
| 10  |        | 8            |                   |           |       |          |         | 1505 People variously employed.      |
| 11  |        | 8            |                   |           |       |          |         | One of crew saluting.                |
| 12  |        | 8            |                   |           |       |          |         |                                      |
| 1   | SE & E | 9            |                   | SW        | 8     |          |         | 1515 Continued moderate SW Gale      |
| 2   |        | 9            |                   |           |       |          |         | with high sea shipping heavy         |
| 3   |        | 9            |                   |           |       |          |         | water at times vessel rolling        |
| 4   |        | 9            |                   |           |       |          |         | & straining violently                |
| 5   |        | 9            |                   |           |       |          |         | 1535 Heavy squall struck the         |
| 6   |        | 9            |                   |           |       |          |         | vessel splitting & carrying away     |
| 7   |        | 9            |                   |           |       |          |         | Mainmast, immediately bent           |
| 8   |        | 9            |                   |           |       |          |         | our best Mainmast & set it           |
| 9   |        | 9            |                   |           |       |          |         |                                      |
| 10  |        | 9            |                   |           |       |          |         | All light lookouts pumped            |
| 11  |        | 9            |                   |           |       |          |         | 1605 Ventilator strictly attended to |
| 12  |        | 9            |                   |           |       |          |         |                                      |

BEARING &amp; DISTANCE AT NOON

| COURSE | DISTANCE | Difference Latitude | Departure | Latitude by Account | Latitude Observed | Difference of Longitude | Longitude by Account | Longitude by Chronometer | Longitude Observed | Variation | Distance Run per Patent Log |
|--------|----------|---------------------|-----------|---------------------|-------------------|-------------------------|----------------------|--------------------------|--------------------|-----------|-----------------------------|
| SE & E | 30.4     | 45                  | 19.3      | 35 10               | 34.59             | 23.6                    | 15.31                | 15.32                    | 15.33              | 15.34     |                             |

ON THE LOOK-OUT

| From | To | NAME        | LANTERNS HUNG OUT      |
|------|----|-------------|------------------------|
| From | To | Spid        | From Sunset To Sunrise |
|      |    | Strom       |                        |
|      |    | Abrahamson  |                        |
|      |    | Herman      |                        |
|      |    | Stuchman    |                        |
|      |    | Reedwell    |                        |
|      |    | Purdon      |                        |
|      |    | C. Richmond | Master                 |

LOG of the *Eutrope*  
From *Lpool*Towards *Wellington*

## CHIEF OFFICER'S LOG

| Hrs | Course | Distance Run | WINDS—see Formula | Direction | Force | Sail Set | Lee Way | Remarks, &c.                               |
|-----|--------|--------------|-------------------|-----------|-------|----------|---------|--------------------------------------------|
|     |        | Miles        | Fathoms           |           |       |          |         |                                            |
| 1   | Course | 9            |                   | SW        | 8     |          |         | Friday May 31 <sup>st</sup> 1895           |
| 2   | SE & E | 9            |                   |           |       |          |         | This day begins with fresh gale            |
| 3   |        | 9            |                   |           |       |          |         | from SW with high sea running              |
| 4   |        | 9            |                   |           |       |          |         | up on the Starboard quarter. vessel        |
| 5   |        | 9            |                   |           |       |          |         | rolling frightfully at times & taking      |
| 6   |        | 9            |                   |           |       |          |         | large quantities of water on board         |
| 7   |        | 9            |                   |           |       |          |         | sky clear, heavy cumulus from SW           |
| 8   |        | 9            |                   |           |       |          |         | coming down squally, carried away          |
| 9   |        | 9            |                   |           |       |          |         | fit during one of squalls. fit resumed     |
| 10  |        | 9            |                   |           |       |          |         | parting first.                             |
| 11  |        | 9            |                   |           |       |          |         | Stored top gallant sail, crossjack.        |
| 12  |        | 9            |                   |           |       |          |         | & Main upper topsail.                      |
| 1   | SE & E | 9            |                   | SW        | 9     |          |         | mid-morning to a whole gale                |
| 2   |        | 9            |                   |           |       |          |         | with squalls of terrific violence, sea     |
| 3   |        | 9            |                   |           |       |          |         | running to a great height vessel           |
| 4   |        | 9            |                   |           |       |          |         | rolling & labouring in a frightful         |
| 5   |        | 9            |                   |           |       |          |         | manner frequently flooding the deck.       |
| 6   |        | 9            |                   |           |       |          |         | Shipped a heavy mass of water on           |
| 7   |        | 9            |                   |           |       |          |         | Starboard quarter completely flooding      |
| 8   |        | 9            |                   |           |       |          |         | deck, washing away both harbour            |
| 9   |        | 9            |                   |           |       |          |         | cask, full of meat & smashing up           |
| 10  |        | 9            |                   |           |       |          |         | hen house completely all food being        |
| 11  |        | 9            |                   |           |       |          |         | swapt away, also Meridimeter & can         |
| 12  |        | 9            |                   |           |       |          |         | from companionway & cabin flooded          |
|     |        | 9            |                   |           |       |          |         | out. Vessel running with full fore & Main  |
|     |        | 9            |                   |           |       |          |         | topsails, foremast & Mainmast, fore & Main |

BEARING &amp; DISTANCE AT NOON

| COURSE | DISTANCE | Difference Latitude | Departure | Latitude by Account | Latitude Observed | Difference of Longitude | Longitude by Account | Longitude by Chronometer | Longitude Observed | Variation | Distance Run per Patent Log |
|--------|----------|---------------------|-----------|---------------------|-------------------|-------------------------|----------------------|--------------------------|--------------------|-----------|-----------------------------|
| SE & E | 71.8     | 39                  | 31.4      | 35.40               | 35.39             | 26.3                    | 19.11                | 19.12                    | 19.13              | 19.14     |                             |

ON THE LOOK-OUT

| From | To | NAME        | LANTERNS HUNG OUT      |
|------|----|-------------|------------------------|
| From | To | Spid        | From Sunset To Sunrise |
|      |    | Strom       |                        |
|      |    | Herman      |                        |
|      |    | Abrahamson  |                        |
|      |    | Reedwell    |                        |
|      |    | Stuchman    |                        |
|      |    | Purdon      |                        |
|      |    | C. Richmond | Master                 |

From

*Euterpe* L. pooc

Lipov

*Towards*

Wellington

## CHIEF OFFICER'S LOG

[illegible]

HEARING &amp; DISTANCE AT NOON

| COURSE        | DISTANCE    | Difference<br>Lat. | Departure   | Latitude by<br>Account | Latitude<br>Observed | Difference of<br>Longitude | Longitude by<br>Account | Longitude by<br>Chronometer | Longitude<br>Observed | Variation   | Distance Run<br>per Patent Log |
|---------------|-------------|--------------------|-------------|------------------------|----------------------|----------------------------|-------------------------|-----------------------------|-----------------------|-------------|--------------------------------|
|               |             | <i>diff.</i>       | <i>Lat.</i> |                        |                      |                            |                         |                             |                       |             |                                |
| <i>S 85 E</i> | <i>200.</i> | <i>144</i>         |             | <i>15.35.56</i>        | <i>55.54</i>         | <i>245</i>                 | <i>15.04</i>            | <i>15.05</i>                | <i>15.08</i>          | <i>3" E</i> | <i>16.11</i>                   |

## ON THE LOOKOUT

|      |    |    |    |
|------|----|----|----|
| From | 6  | To | 8  |
|      | 5  |    | 10 |
|      | 10 |    | 10 |
|      | 17 |    | 2  |
|      | 2  |    | 4  |
|      | 4  |    | 6  |
|      | 6  |    | 4  |

Richmond

Mate.

*Master.*

From

Enterprise L'pool

Lipov

*Towards*

Wellington

## CHIEF OFFICER'S LOG.

[illegible]

HEARING &amp; DISTANCE AT NOON

| USE. | DISTANCE | Difference<br>Latitude | Departure | Latitude by<br>Account | Latitude<br>Observed | Difference of<br>Longitude | Longitude by<br>Account | Longitude by<br>Chronometer | Longitude<br>Observed | Variation | Distance Run<br>per Patent Log |
|------|----------|------------------------|-----------|------------------------|----------------------|----------------------------|-------------------------|-----------------------------|-----------------------|-----------|--------------------------------|
|      |          | Lat.                   | Lat.      |                        |                      |                            |                         |                             |                       | East      |                                |
| 1892 | 144      | 148                    | 30        | 36 30                  | 36 31                | 1 46                       | 12 12                   | 12 11                       | 12 11                 | 14"       | —                              |

## ON THE LOOK-OUT

| From | To |
|------|----|
| 5    | 6  |
| 6    | 8  |
| 8    | 10 |
| 10   | 12 |
| 12   | 2  |
| 2    | 4  |
| 4    | 6  |
| 6    | 8  |

Richardson

Mate

Master

LOG of the

From

Europe  
L'pool

Towards

Wellington

## CHIEF OFFICER'S LOG.

| Hrs | Course | Distance Run<br>Knots<br>Fathoms | WINDS—see Formula<br>Direction Force | Sail Set | Lee Way | Barometer | Temperature Air | Temperature Water | Remarks, &c.                            |
|-----|--------|----------------------------------|--------------------------------------|----------|---------|-----------|-----------------|-------------------|-----------------------------------------|
| 1   | ESE    | 6                                | W 1/2 S 1/2                          |          |         |           |                 |                   | Monday June 3 <sup>rd</sup> 1895        |
| 2   |        | 6                                |                                      |          |         |           |                 |                   | This day begins with freshening         |
| 3   |        | 6                                |                                      |          |         |           |                 |                   | wind clear & fine, breeze 8 m           |
| 4   |        | 6                                |                                      |          |         |           |                 |                   | Small going down very slowly.           |
| 5   |        | 6                                |                                      |          |         |           |                 |                   | Small rolling heavily at times          |
| 6   |        | 6                                |                                      |          |         |           |                 |                   | cumulus clouds from the W <sup>th</sup> |
| 7   |        | 7                                |                                      |          |         |           |                 |                   | People variously employed               |
| 8   |        | 7                                |                                      |          |         |           |                 |                   | two of crew repairing sail.             |
| 9   |        | 7                                |                                      |          |         |           |                 |                   | Carpenter at his trade.                 |
| 10  |        | 7                                |                                      |          |         |           |                 |                   |                                         |
| 11  |        | 7                                |                                      |          |         |           |                 |                   |                                         |
| 12  |        | 7                                |                                      |          |         |           |                 |                   |                                         |
| 1   | ESE    | 8                                | W 1/2 N                              | 4        |         |           |                 |                   | mid strong steady breeze                |
| 2   |        | 8                                |                                      |          |         |           |                 |                   | from W 1/2 N, clear, a little showery   |
| 3   |        | 8                                |                                      |          |         |           |                 |                   | at times, nasty small still             |
| 4   |        | 8                                |                                      |          |         |           |                 |                   | rolling up from W, causing              |
| 5   |        | 8                                |                                      |          |         |           |                 |                   | small to roll about dreadfully.         |
| 6   |        | 8                                |                                      |          |         |           |                 |                   |                                         |
| 7   |        | 8                                |                                      |          |         |           |                 |                   |                                         |
| 8   |        | 8                                |                                      |          |         |           |                 |                   |                                         |
| 9   |        | 8                                |                                      |          |         |           |                 |                   |                                         |
| 10  |        | 8                                |                                      |          |         |           |                 |                   | All light lookout pumps &               |
| 11  |        | 8                                |                                      |          |         |           |                 |                   | ventilators strictly attended to.       |
| 12  |        | 8                                |                                      |          |         |           |                 |                   |                                         |

BEARING &amp; DISTANCE AT NOON

| COURSE | DISTANCE | Difference Latitude | Departure | Latitude by Account | Latitude Observed | Difference of Longitude | Longitude by Account | Longitude by Chronometer | Longitude Observed | Variation | Distance Run per Patent Log |
|--------|----------|---------------------|-----------|---------------------|-------------------|-------------------------|----------------------|--------------------------|--------------------|-----------|-----------------------------|
| 8838   | 145      | 27                  | 143       | 36 47               | 36 41             | 214                     | 8 34                 | 8 35                     | 8 36               | 16 n      |                             |

ON THE LOOKOUT

| From | To |
|------|----|
| 6    | 5  |
| 8    | 10 |
| 10   | 12 |
| 12   | 2  |
| 2    | 4  |
| 4    | 6  |
| 6    | 4  |

NAME

Hermans  
Sloane  
Baskin  
Hails  
Abrahamson  
Lawson  
Pinnstone  
Sherlock

LANTERNS HUNG OUT

From Sunset To Sunrise

Mate.

Master.

LOG of the

From

Europe  
L'pool

Towards

Wellington

## CHIEF OFFICER'S LOG.

| Hrs | Course | Distance Run<br>Knots<br>Fathoms | WINDS—see Formula<br>Direction Force | Sail Set | Lee Way | Barometer | Temperature Air | Temperature Water | Remarks, &c.                          |
|-----|--------|----------------------------------|--------------------------------------|----------|---------|-----------|-----------------|-------------------|---------------------------------------|
| 1   | ESE    | 4                                | 8 m                                  | 6        |         |           |                 |                   | Tuesday June 4 <sup>th</sup> 1895     |
| 2   |        | 4                                |                                      |          |         |           |                 |                   | This day begins with fresh breeze     |
| 3   |        | 4                                |                                      |          |         |           |                 |                   | from S 1/2 clear & fine, sea moderate |
| 4   |        | 4                                |                                      |          |         |           |                 |                   | Small going at a rapid rate           |
| 5   |        | 4                                |                                      |          |         |           |                 |                   | across the sky from S 1/2 N.          |
| 6   |        | 4                                |                                      |          |         |           |                 |                   | People variously employed             |
| 7   |        | 4                                |                                      |          |         |           |                 |                   | on deck. Rose ran Main Brace. 3/4     |
| 8   |        | 4                                |                                      |          |         |           |                 |                   | manilla, 1/8 fathom for both braces.  |
| 9   |        | 4                                |                                      |          |         |           |                 |                   | two of crew sail making.              |
| 10  |        | 4                                |                                      |          |         |           |                 |                   | Carpenter at his trade.               |
| 11  |        | 4                                |                                      |          |         |           |                 |                   |                                       |
| 12  |        | 4                                |                                      |          |         |           |                 |                   |                                       |
| 1   | ESE    | 6                                | 8 m                                  | 5        |         |           |                 |                   | mid-land drawing more gradually       |
| 2   |        | 6                                |                                      |          |         |           |                 |                   | with less force sky clear & fine      |
| 3   |        | 6                                |                                      |          |         |           |                 |                   | sea getting smoother barometer        |
| 4   |        | 6                                |                                      |          |         |           |                 |                   | very high, indicative of S 1/2 wind   |
| 5   |        | 6                                |                                      |          |         |           |                 |                   | fast.                                 |
| 6   |        | 6                                |                                      |          |         |           |                 |                   |                                       |
| 7   |        | 6                                |                                      |          |         |           |                 |                   |                                       |
| 8   |        | 6                                |                                      |          |         |           |                 |                   |                                       |
| 9   |        | 6                                |                                      |          |         |           |                 |                   | All light lookout pumps &             |
| 10  |        | 6                                |                                      |          |         |           |                 |                   | ventilators strictly attended to.     |
| 11  |        | 6                                |                                      |          |         |           |                 |                   |                                       |
| 12  |        | 6                                |                                      |          |         |           |                 |                   |                                       |

BEARING &amp; DISTANCE AT NOON

| COURSE | DISTANCE | Difference Latitude | Departure | Latitude by Account | Latitude Observed | Difference of Longitude | Longitude by Account | Longitude by Chronometer | Longitude Observed | Variation | Distance Run per Patent Log |
|--------|----------|---------------------|-----------|---------------------|-------------------|-------------------------|----------------------|--------------------------|--------------------|-----------|-----------------------------|
| 8842   | 154      | 14                  | 156       | 36 54               | 36 54             | 196                     | 5 30                 | 5 19                     | 5 19               | 16 n      |                             |

ON THE LOOK-OUT

| From | To |
|------|----|
| 6    | 8  |
| 8    | 10 |
| 10   | 12 |
| 12   | 2  |
| 2    | 4  |
| 4    | 6  |
| 6    | 4  |

NAME

Sloane  
Herman  
Abrahamson  
Lawson  
Baskin  
Hails  
Royal  
Hills

LANTERNS HUNG OUT

From Sunset To Sunrise

Mate.

Master.

## CHIEF OFFICER'S LOG

| Hrs | Course | Dist. Run | WINDS—see Formula | Direction | Force | Sail Set | Lee Way | Barometer | Temperature Air | Temperature Water | Remarks, &c.                                                                                      |
|-----|--------|-----------|-------------------|-----------|-------|----------|---------|-----------|-----------------|-------------------|---------------------------------------------------------------------------------------------------|
|     |        | Knots     | Fathoms           |           |       |          |         |           |                 |                   |                                                                                                   |
| 1   | Ebb.   | 5         | 10                | East      | 4     |          |         | 30.624    | 15              |                   | Wednesday June 5 <sup>th</sup> 1895.                                                              |
| 2   |        | 5         | 10                |           |       |          |         |           |                 |                   | This day begins with moderate breeze from the Southward, light drizzling rain, misty. Sea smooth. |
| 3   |        | 5         | 10                |           |       |          |         |           |                 |                   |                                                                                                   |
| 4   |        | 5         | 10                |           |       |          |         |           |                 |                   |                                                                                                   |
| 5   |        | 5         | 10                |           |       |          |         |           |                 |                   |                                                                                                   |
| 6   |        | 5         | 10                |           |       |          |         |           |                 |                   | People variously employed rose                                                                    |
| 7   |        | 5         | 10                |           |       |          |         |           |                 |                   | from the braces 3/4 Hump 40 fathoms.                                                              |
| 8   |        | 5         | 10                |           |       |          |         |           |                 |                   | Two of crew sailmaking.                                                                           |
| 9   |        | 5         | 10                |           |       |          |         |           |                 |                   |                                                                                                   |
| 10  |        | 5         | 10                |           |       |          |         |           |                 |                   |                                                                                                   |
| 11  |        | 5         | 10                |           |       |          |         |           |                 |                   |                                                                                                   |
| 12  |        | 5         | 10                |           |       |          |         |           |                 |                   |                                                                                                   |
| 1   | Ebb.   | 11        | 10                | East      | 4     |          |         | 30.626    | 15              |                   | Mid-wind southerly, less force                                                                    |
| 2   |        | 11        | 10                |           |       |          |         |           |                 |                   | drizzling rain, misty. Sea smooth.                                                                |
| 3   |        | 11        | 10                |           |       |          |         |           |                 |                   |                                                                                                   |
| 4   |        | 11        | 10                |           |       |          |         |           |                 |                   |                                                                                                   |
| 5   |        | 11        | 10                |           |       |          |         |           |                 |                   |                                                                                                   |
| 6   |        | 11        | 10                |           |       |          |         |           |                 |                   |                                                                                                   |
| 7   |        | 11        | 10                |           |       |          |         |           |                 |                   | Continued with misty weather                                                                      |
| 8   |        | 11        | 10                |           |       |          |         |           |                 |                   | wind drawing aft, inclined                                                                        |
| 9   |        | 11        | 10                |           |       |          |         |           |                 |                   | to fall light, barometer very high.                                                               |
| 10  |        | 11        | 10                |           |       |          |         |           |                 |                   | All light lookouts pumps +                                                                        |
| 11  |        | 11        | 10                |           |       |          |         |           |                 |                   | ventilator strictly attended to.                                                                  |
| 12  |        | 11        | 10                |           |       |          |         |           |                 |                   |                                                                                                   |

BEARING &amp; DISTANCE AT NOON

| COURSE | DISTANCE | Difference Latitude | Departure | Latitude by Account | Latitude Observed | Difference of Longitude | Longitude by Account | Longitude by Chronometer | Longitude Observed | Variation | Distance Run per Patent Log |
|--------|----------|---------------------|-----------|---------------------|-------------------|-------------------------|----------------------|--------------------------|--------------------|-----------|-----------------------------|
| 8858   | 120.     | 10                  | 119.      | 34° 18'             | 34° 17'           | 144'                    | 252                  | 251                      | 251                | 15"       |                             |

ON THE LOOK-OUT

| From | To |
|------|----|
| 6    | 8  |
| 8    | 10 |
| 10   | 12 |
| 12   | 2  |
| 2    | 4  |
| 4    | 6  |
| 6    | 8  |

C Richmond

Mate.

NAME

Herman  
Horne  
Buckham  
Hailer  
Royal  
Landon  
Johnston  
Shulocke

LANTERNS HUNG OUT

From Sunset To Sunrise

Master.

## CHIEF OFFICER'S LOG.

| Hrs | Course | Dist. Run | WINDS—see Formula | Direction | Force | Sail Set | Lee Way | Barometer | Temperature Air | Temperature Water | Remarks, &c.                                                 |
|-----|--------|-----------|-------------------|-----------|-------|----------|---------|-----------|-----------------|-------------------|--------------------------------------------------------------|
|     |        | Knots     | Fathoms           |           |       |          |         |           |                 |                   |                                                              |
| 1   | Ebb.   | 5         | 10                | West      | 4     |          |         | 30.616    | 10              |                   | Thursday June 6 <sup>th</sup> 1895.                          |
| 2   |        | 5         | 10                |           |       |          |         |           |                 |                   | This day begins with moderate breeze from the Westward misty |
| 3   |        | 5         | 10                |           |       |          |         |           |                 |                   | with drizzling rain fog bank                                 |
| 4   |        | 5         | 10                |           |       |          |         |           |                 |                   | hanging round the horizon                                    |
| 5   |        | 5         | 10                |           |       |          |         |           |                 |                   |                                                              |
| 9   |        | 5         | 10                |           |       |          |         |           |                 |                   | People variously employed repairing                          |
| 7   |        | 5         | 10                |           |       |          |         |           |                 |                   | treasury running gear.                                       |
| 8   |        | 5         | 10                | NW        | 5     |          |         |           |                 |                   | Two of crew repairing sails                                  |
| 9   |        | 5         | 10                |           |       |          |         |           |                 |                   | wind freshening + backing Northward                          |
| 10  |        | 5         | 10                |           |       |          |         |           |                 |                   |                                                              |
| 11  |        | 5         | 10                |           |       |          |         |           |                 |                   |                                                              |
| 12  |        | 5         | 10                |           |       |          |         |           |                 |                   |                                                              |
| 1   | Ebb.   | 7         | 10                | North     | 4     |          |         | 30.626    | 10              |                   | Mid-increasing to a fresh breeze                             |
| 2   |        | 7         | 10                |           |       |          |         |           |                 |                   | from the Northward sky clear                                 |
| 3   |        | 7         | 10                |           |       |          |         |           |                 |                   | overhead cirri travelling rapidly                            |
| 4   |        | 7         | 10                |           |       |          |         |           |                 |                   | from the NE, wind veering to                                 |
| 5   |        | 7         | 10                |           |       |          |         |           |                 |                   | the Eastward of North.                                       |
| 9   |        | 7         | 10                |           |       |          |         |           |                 |                   | full rigged ship in sight hull down                          |
| 7   |        | 7         | 10                |           |       |          |         |           |                 |                   | on the lee beam showing more                                 |
| 8   |        | 7         | 10                | NNE       | 5     |          |         |           |                 |                   | Southerly than us                                            |
| 9   |        | 7         | 10                |           |       |          |         |           |                 |                   |                                                              |
| 10  |        | 7         | 10                |           |       |          |         |           |                 |                   | All light lookouts pumps +                                   |
| 11  |        | 7         | 10                |           |       |          |         |           |                 |                   | ventilator strictly attended to.                             |
| 12  |        | 7         | 10                |           |       |          |         |           |                 |                   |                                                              |

BEARING &amp; DISTANCE AT NOON

| COURSE | DISTANCE | Difference Latitude | Departure | Latitude by Account | Latitude Observed | Difference of Longitude | Longitude by Account | Longitude by Chronometer | Longitude Observed | Variation | Distance Run per Patent Log |
|--------|----------|---------------------|-----------|---------------------|-------------------|-------------------------|----------------------|--------------------------|--------------------|-----------|-----------------------------|
| 806    | 100.     | 26                  | 148.      | 34° 38'             | 34° 39'           | 188'                    | 251                  | 251                      | 251                | 15"       |                             |

ON THE LOOK-OUT

| From | To |
|------|----|
| 6    | 8  |
| 8    | 10 |
| 10   | 12 |
| 12   | 2  |
| 2    | 4  |
| 4    | 6  |
| 6    | 8  |

C Richmond

Mate.

NAME

Herman  
Horne  
Buckham  
Hailer  
Royal  
Landon  
Johnston  
Shulocke

LANTERNS HUNG OUT

From Sunset To Sunrise

Master.

## CHIEF OFFICER'S LOG.

| Hrs. | Chances | Distance Run |         | WINDS—see Formula. |       | Force | Sail Set | Log Way | Barometer | Temperature Air | Temperature Water | Deviation | REMARKS, &c.                       |
|------|---------|--------------|---------|--------------------|-------|-------|----------|---------|-----------|-----------------|-------------------|-----------|------------------------------------|
|      |         | Miles        | Fathoms | Direction          | Force |       |          |         |           |                 |                   |           |                                    |
|      | Beckie  | 8            |         | N.E.               | 4     |       |          |         |           |                 |                   |           | Friday June 7 <sup>th</sup> 1895.  |
| 1    |         | 8            |         |                    |       |       |          |         |           |                 |                   |           | This day begins with strong        |
| 2    |         | 8            |         |                    |       |       |          |         |           |                 |                   |           | breeze steady from N.E. cloudy     |
| 3    |         | 8            |         |                    |       |       |          |         |           |                 |                   |           | fine, frequent showers. Sea        |
| 4    |         | 8            |         |                    |       |       |          |         |           |                 |                   |           | smooth, swell from S.W.            |
| 5    |         | 8            |         |                    |       |       |          |         |           |                 |                   |           |                                    |
| 6    |         | 8            |         |                    |       |       |          |         |           |                 |                   |           | People variously employed.         |
| 7    |         | 8            |         |                    |       |       |          |         |           |                 |                   |           | Carpenter at his trade.            |
| 8    |         | 8            |         |                    |       |       |          |         |           |                 |                   |           | Two of crew repairing sail.        |
| 9    |         | 8            |         |                    |       |       |          |         |           |                 |                   |           |                                    |
| 10   |         | 8            |         |                    |       |       |          |         |           |                 |                   |           |                                    |
| 11   |         | 8            |         |                    |       |       |          |         |           |                 |                   |           |                                    |
| 12   |         | 8            |         |                    |       |       |          |         |           |                 |                   |           |                                    |
| 1    | Beckie  | 8            |         | N.E.               | 4     |       |          |         |           |                 |                   |           | Wind continued strong breeze       |
| 2    |         | 8            |         |                    |       |       |          |         |           |                 |                   |           | throughout the remainder of        |
| 3    |         | 8            |         |                    |       |       |          |         |           |                 |                   |           | the day. Sea cloudy alternately    |
| 4    |         | 8            |         |                    |       |       |          |         |           |                 |                   |           | sea moderate.                      |
| 5    |         | 8            |         |                    |       |       |          |         |           |                 |                   |           | Signalled ship "Waimat" 56 days    |
| 6    |         | 8            |         |                    |       |       |          |         |           |                 |                   |           | out from London forward Otago.     |
| 7    |         | 8            |         |                    |       |       |          |         |           |                 |                   |           |                                    |
| 8    |         | 8            |         |                    |       |       |          |         |           |                 |                   |           |                                    |
| 9    |         | 8            |         |                    |       |       |          |         |           |                 |                   |           |                                    |
| 10   |         | 8            |         |                    |       |       |          |         |           |                 |                   |           | All light lookout pump.            |
| 11   |         | 8            |         |                    |       |       |          |         |           |                 |                   |           | & Ventilator strictly attended to. |
| 12   |         | 8            |         |                    |       |       |          |         |           |                 |                   |           |                                    |

BEARING &amp; DISTANCE AT NOON

| COURSE       | DISTANCE | Difference Latitude | Departure | Latitude by Account | Latitude Observed | Difference of Longitude | Longitude by Account | Longitude by Chronometer | Longitude Observed | Variation | Distance Run per Patent Log |
|--------------|----------|---------------------|-----------|---------------------|-------------------|-------------------------|----------------------|--------------------------|--------------------|-----------|-----------------------------|
| S 80 E. 200. | 36.      | 196.                |           | 38° 14'             | 38° 14'           | 244.                    | 4° 36'               | 4° 37'                   | 4° 37'             | 30 N      |                             |

ON THE LOOKOUT

| From        | To | NAME     | LANTERNS HUNG OUT      |
|-------------|----|----------|------------------------|
| 5           | 2  | Helm     | From sunset To sunrise |
| 6           | 5  | Sloane   |                        |
| 8           | 10 | Basham   |                        |
| 10          | 12 | Hailer   |                        |
| 12          | 2  | Abraham  |                        |
| 2           | 4  | Larson   |                        |
| 4           | 6  | Johnson  |                        |
| 6           | 7  | Shorlock |                        |
| D. Richmond |    | Mate.    | Master.                |

## CHIEF OFFICER'S LOG.

| Hrs. | Chances | Distance Run |         | WINDS—see Formula. |       | Force | Sail Set | Log Way | Barometer | Temperature Air | Temperature Water | Deviation | REMARKS, &c.                            |
|------|---------|--------------|---------|--------------------|-------|-------|----------|---------|-----------|-----------------|-------------------|-----------|-----------------------------------------|
|      |         | Miles        | Fathoms | Direction          | Force |       |          |         |           |                 |                   |           |                                         |
|      | Beckie  | 9            |         | North              | 8     |       |          |         |           |                 |                   |           | Saturday June 8 <sup>th</sup> 1895.     |
| 1    |         | 9            |         |                    |       |       |          |         |           |                 |                   |           | This day begins with strong             |
| 2    |         | 9            |         |                    |       |       |          |         |           |                 |                   |           | with heavy wind & sea & cloudy          |
| 3    |         | 9            |         |                    |       |       |          |         |           |                 |                   |           | alternately clearing & rain at          |
| 4    |         | 9            |         |                    |       |       |          |         |           |                 |                   |           | intervals. Sea moderate S.W. swell      |
| 5    |         | 9            |         |                    |       |       |          |         |           |                 |                   |           |                                         |
| 9    |         | 9            |         |                    |       |       |          |         |           |                 |                   |           | People variously employed.              |
| 7    |         | 9            |         |                    |       |       |          |         |           |                 |                   |           | Carpenter oiled down aloft & white      |
| 8    |         | 9            |         |                    |       |       |          |         |           |                 |                   |           | donkey engine & windlass & screws & saw |
| 9    |         | 9            |         |                    |       |       |          |         |           |                 |                   |           | 1 1/2.                                  |
| 10   |         | 9            |         |                    |       |       |          |         |           |                 |                   |           | Two of crew salt macking                |
| 11   |         | 9            |         |                    |       |       |          |         |           |                 |                   |           |                                         |
| 12   |         | 9            |         |                    |       |       |          |         |           |                 |                   |           |                                         |
| 1    | Beckie  | 9            |         | North              | 8     |       |          |         |           |                 |                   |           | continued strong steady                 |
| 2    |         | 9            |         |                    |       |       |          |         |           |                 |                   |           | northerly wind, with weather &          |
| 3    |         | 9            |         |                    |       |       |          |         |           |                 |                   |           | sea as above stated during              |
| 4    |         | 9            |         |                    |       |       |          |         |           |                 |                   |           | the remainder of the day.               |
| 5    |         | 9            |         |                    |       |       |          |         |           |                 |                   |           |                                         |
| 9    |         | 9            |         |                    |       |       |          |         |           |                 |                   |           | Decks washed down to bleach &           |
| 7    |         | 9            |         |                    |       |       |          |         |           |                 |                   |           | all Berth thoroughly cleansed           |
| 8    |         | 9            |         |                    |       |       |          |         |           |                 |                   |           |                                         |
| 9    |         | 9            |         |                    |       |       |          |         |           |                 |                   |           |                                         |
| 10   |         | 9            |         |                    |       |       |          |         |           |                 |                   |           | All light lookout pump &                |
| 11   |         | 9            |         |                    |       |       |          |         |           |                 |                   |           | Ventilator strictly attended to.        |
| 12   |         | 9            |         |                    |       |       |          |         |           |                 |                   |           |                                         |

BEARING &amp; DISTANCE AT NOON

| COURSE       | DISTANCE | Difference Latitude | Departure | Latitude by Account | Latitude Observed | Difference of Longitude | Longitude by Account | Longitude by Chronometer | Longitude Observed | Variation | Distance Run per Patent Log |
|--------------|----------|---------------------|-----------|---------------------|-------------------|-------------------------|----------------------|--------------------------|--------------------|-----------|-----------------------------|
| S 80 E. 216. | 36.      | 214.                |           | 38° 50'             | 38° 51'           | 246.                    | 9° 00'               | 9° 00'                   | 9° 00'             | 30 N      |                             |

ON THE LOOKOUT

| From        | To | NAME    | LANTERNS HUNG OUT      |
|-------------|----|---------|------------------------|
| 5           | 2  | Helm    | From sunset To sunrise |
| 6           | 8  | Sloane  |                        |
| 8           | 10 | Abraham |                        |
| 10          | 12 | Larson  |                        |
| 12          | 2  | Basham  |                        |
| 2           | 4  | Hailer  |                        |
| 4           | 6  | Abraham |                        |
| 6           | 7  | Johnson |                        |
| D. Richmond |    | Mate.   | Master.                |

## CHIEF OFFICER'S LOG.

| Hrs. | Course | Distance Run |         | WINDS—see Formula |       | Force | Sea | Lee | Way | Barometer | Temperature Air | Temperature Water | Direction | Remarks, &c.                                                                                       |
|------|--------|--------------|---------|-------------------|-------|-------|-----|-----|-----|-----------|-----------------|-------------------|-----------|----------------------------------------------------------------------------------------------------|
|      |        | Knots        | Fathoms | Direction         | Force |       |     |     |     |           |                 |                   |           |                                                                                                    |
| 1    | SE.    | 8            |         | Northby           | 4     |       |     |     |     |           |                 |                   |           | Sunday June 9 <sup>th</sup> 1895.                                                                  |
| 2    |        | 8            |         |                   |       |       |     |     |     |           |                 |                   |           | This day begins with fresh steady breeze from the Northward clear & fine, Westby small rolling up. |
| 3    |        | 8            |         |                   |       |       |     |     |     |           |                 |                   |           | Cir-cumulus rapidly from NW.                                                                       |
| 4    |        | 8            |         |                   |       |       |     |     |     |           |                 |                   |           |                                                                                                    |
| 5    |        | 8            |         |                   |       |       |     |     |     |           |                 |                   |           |                                                                                                    |
| 6    |        | 8            |         |                   |       |       |     |     |     |           |                 |                   |           |                                                                                                    |
| 7    |        | 8            |         |                   |       |       |     |     |     |           |                 |                   |           |                                                                                                    |
| 8    |        | 8            |         |                   |       |       |     |     |     |           |                 |                   |           | Sunday Respected.                                                                                  |
| 9    |        | 8            |         |                   |       |       |     |     |     |           |                 |                   |           |                                                                                                    |
| 10   |        | 8            |         |                   |       |       |     |     |     |           |                 |                   |           |                                                                                                    |
| 11   |        | 8            |         |                   |       |       |     |     |     |           |                 |                   |           |                                                                                                    |
| 12   | SE.    | 8            |         | NW                |       |       |     |     |     |           |                 |                   |           | Med-shower, wind backed to NW                                                                      |
| 1    |        | 4            |         |                   |       | 6     |     |     |     |           |                 |                   |           | Unsteady in force, clear & cloudy                                                                  |
| 2    |        | 4            |         |                   |       |       |     |     |     |           |                 |                   |           | alternately, high small rolling                                                                    |
| 3    |        | 4            |         |                   |       |       |     |     |     |           |                 |                   |           | up from the West N <sup>W</sup> .                                                                  |
| 4    |        | 4            |         |                   |       |       |     |     |     |           |                 |                   |           |                                                                                                    |
| 5    |        | 4            |         |                   |       |       |     |     |     |           |                 |                   |           |                                                                                                    |
| 6    |        | 4            |         |                   |       |       |     |     |     |           |                 |                   |           |                                                                                                    |
| 7    |        | 6            |         |                   |       |       |     |     |     |           |                 |                   |           |                                                                                                    |
| 8    |        | 6            |         |                   |       |       |     |     |     |           |                 |                   |           |                                                                                                    |
| 9    |        | 6            |         |                   |       |       |     |     |     |           |                 |                   |           |                                                                                                    |
| 10   |        | 6            |         |                   |       |       |     |     |     |           |                 |                   |           | All lights lookout pumps &                                                                         |
| 11   |        | 6            |         |                   |       |       |     |     |     |           |                 |                   |           | Ventilator strictly attended to.                                                                   |
| 12   |        | 6            |         |                   |       |       |     |     |     |           |                 |                   |           |                                                                                                    |

## BEARING &amp; DISTANCE AT NOON.

| COURSE | DISTANCE | Difference Latitude | Departure | Latitude by Account | Latitude Observed | Difference of Longitude | Longitude by Account | Longitude by Chronometer | Longitude Observed | Variation | Distance Run per Patent Log |
|--------|----------|---------------------|-----------|---------------------|-------------------|-------------------------|----------------------|--------------------------|--------------------|-----------|-----------------------------|
| SE     | 141      | 37                  | 16.8      | 39° 08'             | 39° 24'           | 716                     | 12° 40'              | 12° 38'                  | 12° 38'            | 33W       | —                           |

## ON THE LOOK-OUT

| From | To | NAME       | From | To     | LANTERNS HUNG OUT |
|------|----|------------|------|--------|-------------------|
| 5    | 6  | Bushman    | From | Sunset | To Sunrise        |
| 6    | 8  | Abrahamson |      |        |                   |
| 8    | 10 | Hales      |      |        |                   |
| 10   | 12 | Shellock   |      |        |                   |
| 12   | 2  | Lawson     |      |        |                   |
| 2    | 4  | Magnussen  |      |        |                   |
| 4    | 6  | Reid       |      |        |                   |
| 6    | 8  | Johnston   |      |        |                   |

J. Richmond

Mate.

Master.

## CHIEF OFFICER'S LOG.

| Hrs. | Course | Distance Run |         | WINDS—see Formula |       | Force | Sea | Lee | Way | Barometer | Temperature Air | Temperature Water | Direction | Remarks, &c.                         |
|------|--------|--------------|---------|-------------------|-------|-------|-----|-----|-----|-----------|-----------------|-------------------|-----------|--------------------------------------|
|      |        | Knots        | Fathoms | Direction         | Force |       |     |     |     |           |                 |                   |           |                                      |
| 1    | SE.    | 8            |         | NW                | 4     |       |     |     |     |           |                 |                   |           | Monday June 10 <sup>th</sup> 1895.   |
| 2    |        | 8            |         |                   |       |       |     |     |     |           |                 |                   |           | This day begins with strong steady   |
| 3    |        | 8            |         |                   |       |       |     |     |     |           |                 |                   |           | to mid cloudy & overcast high West   |
| 4    |        | 8            |         |                   |       |       |     |     |     |           |                 |                   |           | Sea rolling up causing vessel        |
| 5    |        | 8            |         |                   |       |       |     |     |     |           |                 |                   |           | to roll & labour heavily taking      |
| 9    |        | 8            |         |                   |       |       |     |     |     |           |                 |                   |           | heavy quantities of water on board   |
| 7    |        | 8            |         |                   |       |       |     |     |     |           |                 |                   |           | at times.                            |
| 8    |        | 8            |         |                   |       |       |     |     |     |           |                 |                   |           | Reaps variously employed.            |
| 9    |        | 8            |         |                   |       |       |     |     |     |           |                 |                   |           | Two of crew repairing sail.          |
| 10   |        | 8            |         |                   |       |       |     |     |     |           |                 |                   |           | Carpenter repairing Gey's Saffron    |
| 11   |        | 8            |         |                   |       |       |     |     |     |           |                 |                   |           |                                      |
| 12   |        | 8            |         |                   |       |       |     |     |     |           |                 |                   |           |                                      |
| 1    | SE     | 9            |         | NW                | 8     |       |     |     |     |           |                 |                   |           | Moderate Gale, high Westby Sea       |
| 2    |        | 9            |         |                   |       |       |     |     |     |           |                 |                   |           | vessel rolling & straining violently |
| 3    |        | 9            |         |                   |       |       |     |     |     |           |                 |                   |           | at times & also shipping heavy       |
| 4    |        | 9            |         |                   |       |       |     |     |     |           |                 |                   |           | water at intervals, sky cloudy       |
| 5    |        | 9            |         |                   |       |       |     |     |     |           |                 |                   |           | & overcast, Nimbus clouds in the     |
| 9    |        | 9            |         |                   |       |       |     |     |     |           |                 |                   |           | West N <sup>W</sup> .                |
| 7    |        | 9            |         |                   |       |       |     |     |     |           |                 |                   |           |                                      |
| 8    |        | 9            |         |                   |       |       |     |     |     |           |                 |                   |           |                                      |
| 9    |        | 9            |         |                   |       |       |     |     |     |           |                 |                   |           | All light boat out pumps &           |
| 10   |        | 9            |         |                   |       |       |     |     |     |           |                 |                   |           | Ventilators & strictly attended to.  |
| 11   |        | 9            |         |                   |       |       |     |     |     |           |                 |                   |           |                                      |
| 12   |        | 9            |         |                   |       |       |     |     |     |           |                 |                   |           |                                      |

## BEARING &amp; DISTANCE AT NOON.

| COURSE | DISTANCE | Difference Latitude | Departure | Latitude by Account | Latitude Observed | Difference of Longitude | Longitude by Account | Longitude by Chronometer | Longitude Observed | Variation | Distance Run per Patent Log |
|--------|----------|---------------------|-----------|---------------------|-------------------|-------------------------|----------------------|--------------------------|--------------------|-----------|-----------------------------|
| SE     | 210      | 50                  | 20.5      | 40° 17'             | 40° 16'           | 264                     | 17° 06'              | 17° 05'                  | 17° 05'            | 34W       | —                           |

## ON THE LOOK-OUT

| From | To | NAME       | From | To     | LANTERNS HUNG OUT |
|------|----|------------|------|--------|-------------------|
| 5    | 6  | Abrahamson | From | Sunset | To Sunrise        |
| 6    | 8  | Bushman    |      |        |                   |
| 8    | 10 | Lawson     |      |        |                   |
| 10   | 12 | Magnussen  |      |        |                   |
| 12   | 2  | Shellock   |      |        |                   |
| 2    | 4  | Reid       |      |        |                   |
| 4    | 6  | Reidwell   |      |        |                   |
| 6    | 8  | Hale       |      |        |                   |

J. Richmond

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## CHIEF OFFICER'S LOG.

| Hrs | Course | Distance Run. | WINDS—see Formula. | Direction | Force | Sail Set | Lee Way | Barometer | Temperature Air | Temperature Water | REMARKS, &c.                        |
|-----|--------|---------------|--------------------|-----------|-------|----------|---------|-----------|-----------------|-------------------|-------------------------------------|
|     |        | Knots         | Fathoms            |           |       |          |         |           |                 |                   |                                     |
|     |        |               |                    |           |       |          |         |           |                 |                   | Tuesday June 11 <sup>th</sup> 1895. |
| 1   | ESE    | 8             |                    | NW        | 4     |          |         | 30.59     | 58              | 16                | This day begins with fresh          |
| 2   |        | 8             |                    |           |       |          |         |           |                 |                   | shady breeze accompanied            |
| 3   |        | 8             |                    |           |       |          |         |           |                 |                   | with very high sea, cannon's        |
| 4   |        | 8             |                    |           |       |          |         |           |                 |                   | vessel to roll & strain heavily     |
| 5   |        | 8             |                    |           |       |          |         |           |                 |                   | decks frequently flooded.           |
| 6   |        | 8             |                    |           |       |          |         |           |                 |                   |                                     |
| 7   |        | 8             |                    |           |       |          |         |           |                 |                   | People variously employed.          |
| 8   |        | 8             |                    |           |       |          |         |           |                 |                   | Two of crew repairing sail on lower |
| 9   |        | 8             |                    |           |       |          |         |           |                 |                   | Carpenter mending Ostrachacks       |
| 10  |        | 8             |                    |           |       |          |         |           |                 |                   | for forward boats.                  |
| 11  |        | 8             |                    |           |       |          |         |           |                 |                   |                                     |
| 12  |        | 8             |                    |           |       |          |         |           |                 |                   |                                     |
| 1   | ESE    | 4             |                    | NW        | 6     |          |         | 30.59     | 58              | 16                | mid, fresh breeze shady but         |
| 2   |        | 4             |                    |           |       |          |         |           |                 |                   | unsteady in force sometimes         |
| 3   |        | 4             |                    |           |       |          |         |           |                 |                   | lighter than others continued       |
| 4   |        | 4             |                    |           |       |          |         |           |                 |                   | high sea, vessel rolling            |
| 5   |        | 4             |                    |           |       |          |         |           |                 |                   | slaboning very heavily, wind        |
| 6   |        | 4             |                    |           |       |          |         |           |                 |                   | inclined to lessen.                 |
| 7   |        | 6             | 1/2                |           |       |          |         |           |                 |                   |                                     |
| 8   |        | 6             | 1/2                |           |       |          |         |           |                 |                   |                                     |
| 9   |        | 6             | 1/2                |           |       |          |         |           |                 |                   | All light lookouts pump.            |
| 10  |        | 6             | 1/2                |           |       |          |         |           |                 |                   | Ventilator strictly attended to.    |
| 11  |        | 6             | 1/2                |           |       |          |         |           |                 |                   |                                     |
| 12  |        | 6             | 1/2                |           |       |          |         |           |                 |                   |                                     |

BEARING &amp; DISTANCE AT NOON

| COURSE | DISTANCE | Difference Latitude | Departure | Latitude by Account | Latitude by Chronometer | Difference of Longitude | Longitude by Account | Longitude by Chronometer | Longitude Observed | Variation | Distance Run per Patent Log |
|--------|----------|---------------------|-----------|---------------------|-------------------------|-------------------------|----------------------|--------------------------|--------------------|-----------|-----------------------------|
| SE     | 176      | 13'                 | 174       | 40° 24'             | 40° 29'                 | 224'                    | 20° 55'              | 20° 52'                  | 20° 52'            | 16" N     | —                           |

ON THE LOOK-OUT

| From | To | NAME       | From   | To      | LANTERNS HUNG OUT |
|------|----|------------|--------|---------|-------------------|
| 5    | 6  | Dasham     | Sunset | Sunrise |                   |
| 6    | 8  | Abrahamson |        |         |                   |
| 8    | 10 | Pailor     |        |         |                   |
| 10   | 12 | Shyluck    |        |         |                   |
| 12   | 2  | Lawson     |        |         |                   |
| 2    | 4  | Magnussen  |        |         |                   |
| 4    | 6  | Johnston   |        |         |                   |
| 6    | 8  |            |        |         |                   |

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## CHIEF OFFICER'S LOG.

| Hrs | Course | Distance Run. | WINDS—see Formula. | Direction | Force | Sail Set | Lee Way | Barometer | Temperature Air | Temperature Water | REMARKS, &c.                          |
|-----|--------|---------------|--------------------|-----------|-------|----------|---------|-----------|-----------------|-------------------|---------------------------------------|
|     |        | Knots         | Fathoms            |           |       |          |         |           |                 |                   |                                       |
|     |        |               |                    |           |       |          |         |           |                 |                   | Wednesday June 12 <sup>th</sup> 1895. |
| 1   | SE     | 5             |                    | NE        | 5     |          |         | 30.58     | 57              | 20                | This day begins with moderate NE      |
| 2   |        | 5             |                    |           |       |          |         |           |                 |                   | winds, clear sky small growing down   |
| 3   |        | 5             |                    |           |       |          |         |           |                 |                   | clouds from the East. Sea moderate    |
| 4   |        | 5             |                    |           |       |          |         |           |                 |                   |                                       |
| 5   |        | 5             |                    |           |       |          |         |           |                 |                   | People variously employed, Painters   |
| 9   |        | 5             |                    |           |       |          |         |           |                 |                   | inside gig & other Sundries           |
| 7   |        | 5             |                    |           |       |          |         |           |                 |                   | Two of crew sailmaking                |
| 8   |        | 5             |                    |           |       |          |         |           |                 |                   | Carpenter at his trade.               |
| 9   |        | 5             |                    |           |       |          |         |           |                 |                   |                                       |
| 10  |        | 5             |                    |           |       |          |         |           |                 |                   |                                       |
| 11  |        | 5             |                    |           |       |          |         |           |                 |                   |                                       |
| 12  |        | 5             |                    |           |       |          |         |           |                 |                   |                                       |
| 1   | SE     | 5             |                    | NE        | 4     |          |         | 30.58     | 57              | 20                | mid wind becoming more                |
| 2   |        | 5             |                    |           |       |          |         |           |                 |                   | Easterly, small growing from the      |
| 3   |        | 5             |                    |           |       |          |         |           |                 |                   | Eastward, continued clear & fine      |
| 4   |        | 5             |                    |           |       |          |         |           |                 |                   | weather, from the SE—                 |
| 5   |        | 5             |                    |           |       |          |         |           |                 |                   | wind inclined to full light           |
| 9   |        | 5             |                    |           |       |          |         |           |                 |                   | & draw more ahead.                    |
| 7   |        | 5             |                    |           |       |          |         |           |                 |                   |                                       |
| 8   |        | 5             |                    |           |       |          |         |           |                 |                   |                                       |
| 9   |        | 5             |                    |           |       |          |         |           |                 |                   | All light lookouts pump &             |
| 10  |        | 5             |                    |           |       |          |         |           |                 |                   | Ventilator strictly attended to.      |
| 11  |        | 5             |                    |           |       |          |         |           |                 |                   |                                       |
| 12  |        | 5             |                    |           |       |          |         |           |                 |                   |                                       |

BEARING &amp; DISTANCE AT NOON

| COURSE | DISTANCE | Difference Latitude | Departure | Latitude by Account | Latitude by Chronometer | Difference of Longitude | Longitude by Account | Longitude by Chronometer | Longitude Observed | Variation | Distance Run per Patent Log |
|--------|----------|---------------------|-----------|---------------------|-------------------------|-------------------------|----------------------|--------------------------|--------------------|-----------|-----------------------------|
| SE     | 124      | 26'                 | 125       | 40° 54'             | 40° 55'                 | 165'                    | 23° 38'              | 23° 40'                  | 23° 40'            | 2" N      | —                           |

ON THE LOOK-OUT

| From | To | NAME       | From   | To      | LANTERNS HUNG OUT |
|------|----|------------|--------|---------|-------------------|
| 6    | 8  | Abrahamson | Sunset | Sunrise |                   |
| 8    | 10 | Dasham     |        |         |                   |
| 10   | 12 | Lawson     |        |         |                   |
| 12   | 2  | Magnussen  |        |         |                   |
| 2    | 4  | Pailor     |        |         |                   |
| 4    | 6  | Shyluck    |        |         |                   |
| 6    | 8  | Royal      |        |         |                   |
| 8    | 10 | Johnston   |        |         |                   |

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## CHIEF OFFICER'S LOG

| Hrs. | Course | Distances Run. |               |            | WINDS—see Formula |              |                | Lee<br>Wat. | Variation | Temperature<br>Air | Temperature<br>Water | Direction | Force | Sail<br>Set | Remarks, &c.                         |
|------|--------|----------------|---------------|------------|-------------------|--------------|----------------|-------------|-----------|--------------------|----------------------|-----------|-------|-------------|--------------------------------------|
|      |        | By Log         | By Tachometer | By Compass | By Anemometer     | By Barometer | By Thermometer |             |           |                    |                      |           |       |             |                                      |
| 1    | S.E.   | 5              |               |            |                   |              |                |             |           |                    |                      |           |       |             | Thursday June 13 <sup>th</sup> 1895. |
| 2    |        | 5              |               |            |                   |              |                |             |           |                    |                      |           |       |             | This day begins with strong          |
| 3    | "      | 5              |               |            |                   |              |                |             |           |                    |                      |           |       |             | ENE wind gradually hauling           |
| 4    | "      | 5              |               |            |                   |              |                |             |           |                    |                      |           |       |             | to ESE high SE swell getting &       |
| 5    | SSE    | 4              |               |            |                   |              |                |             |           |                    |                      |           |       |             | stowed all small cannon              |
| 6    | "      | 4              |               |            |                   |              |                |             |           |                    |                      |           |       |             | by vessel giving some heavy plunges  |
| 7    | "      | 4              |               |            |                   |              |                |             |           |                    |                      |           |       |             | & sudden lurches to Starboard        |
| 8    | "      | 4              |               |            |                   |              |                |             |           |                    |                      |           |       |             | sky, nimbus markings in the SE.      |
| 9    | "      | 4              |               |            |                   |              |                |             |           |                    |                      |           |       |             | otherwise clear                      |
| 10   | "      | 4              |               |            |                   |              |                |             |           |                    |                      |           |       |             |                                      |
| 11   | "      | 4              |               |            |                   |              |                |             |           |                    |                      |           |       |             | People variously employed            |
| 12   | "      | 4              |               |            |                   |              |                |             |           |                    |                      |           |       |             | Carpenter at his trade.              |
| 1    | South  | 4              |               |            |                   |              |                |             |           |                    |                      |           |       |             | Med. wind increasing & hauling       |
| 2    | "      | 4              |               |            |                   |              |                |             |           |                    |                      |           |       |             | into SE right against us             |
| 3    | "      | 4              |               |            |                   |              |                |             |           |                    |                      |           |       |             | high SE sea swell lurching           |
| 4    | "      | 4              |               |            |                   |              |                |             |           |                    |                      |           |       |             | & diving heavily & shipping          |
| 5    | SE     | 4              |               |            |                   |              |                |             |           |                    |                      |           |       |             | heavy quantities of water on         |
| 6    | "      | 4              |               |            |                   |              |                |             |           |                    |                      |           |       |             | board, landed topgall. Sails         |
| 7    | "      | 4              |               |            |                   |              |                |             |           |                    |                      |           |       |             | Sighted large wooden fullrigged      |
| 8    | "      | 4              |               |            |                   |              |                |             |           |                    |                      |           |       |             | ship, under lower topsails com.      |
| 9    | "      | 4              |               |            |                   |              |                |             |           |                    |                      |           |       |             | unknown.                             |
| 10   | "      | 4              |               |            |                   |              |                |             |           |                    |                      |           |       |             | All light lookouts pumps &           |
| 11   | "      | 4              |               |            |                   |              |                |             |           |                    |                      |           |       |             | ventilator strictly attended to.     |
| 12   | "      | 4              |               |            |                   |              |                |             |           |                    |                      |           |       |             | noon, tucked ship to the S.          |

## HEARING &amp; DISTANCE AT NOON

| COURSE                       | DISTANCE | Difference<br>Latitude | Departure | Latitude by<br>Account | Latitude<br>Observed | Difference of<br>Longitude | Longitude by<br>Account | Longitude by<br>Chronometer | Longitude<br>Observed | Variation | Distance Run<br>per Patient Log |
|------------------------------|----------|------------------------|-----------|------------------------|----------------------|----------------------------|-------------------------|-----------------------------|-----------------------|-----------|---------------------------------|
| $S 14 \frac{1}{2}^{\circ} E$ | 48'      | 78.                    | 31.       | 42 <sup>28</sup>       | 42 <sup>29</sup>     | 112                        | 24 <sup>20</sup>        | 24 <sup>21</sup>            | 24 <sup>21</sup>      | 30° W     | —                               |

## ON THE LOOK-OUT

|    |    |    |            |
|----|----|----|------------|
| 1  | To | 6  | Bashan     |
| 6  |    | 8  | Abrahamson |
| 8  |    | 10 | Hails      |
| 10 |    | 12 | Shelock    |
| 12 |    | 2  | Lawson     |
| 2  |    | 4  | Magnuson   |
| 4  |    | 6  | Hill       |
| 6  |    | 7  | Johnston   |

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## CHIEF OFFICER'S LOG

| Hrs. | Course. | Distance Run. |         | WINDS—see Formulae |        |           | REMARKS &c. |         |                 |                   |           |                                      |
|------|---------|---------------|---------|--------------------|--------|-----------|-------------|---------|-----------------|-------------------|-----------|--------------------------------------|
|      |         | Knots         | Fathoms | Direction.         | Force. | Sail Set. | Log Way     | Bearing | Temperature Air | Temperature Water | Dew Point |                                      |
|      |         |               |         |                    |        |           |             |         |                 |                   |           | Friday June 14 <sup>th</sup> 1895.   |
| 1    | E by N. | 5             |         | SSE.               | 4      |           | - 2 1/4     | 57.5    |                 |                   |           | This day begins moderating Gale,     |
| 2    | "       | 5             |         |                    |        |           |             |         |                 |                   |           | high SE sea, sky clear vessel        |
| 3    | "       | 5             |         | "                  |        |           |             |         |                 |                   |           | taking very heavy plunges completely |
| 4    | "       | 5             | 1/2     | "                  |        |           |             |         |                 |                   |           | submerging forecabin head at times.  |
| 5    | "       | 5             | 1/2     | "                  |        |           |             |         |                 |                   |           |                                      |
| 9    | "       | 5             | 1/2     | "                  |        |           |             |         |                 |                   |           | Crew variously employed at sundry    |
| 7    | "       | 5             | 1/2     | "                  |        |           |             |         |                 |                   |           | occupation.                          |
| 8    | "       | 5             | 1/2     | "                  |        |           | 2 1/2       |         |                 |                   |           | Carpenter at his trade.              |
| 9    | "       | 5             | 1/2     | "                  |        |           | 1/5         |         |                 |                   |           | No other repairs sail.               |
| 10   | "       | 5             | 1/2     | "                  |        |           |             |         |                 |                   |           |                                      |
| 11   | "       | 5             | 1/2     | "                  |        |           |             |         |                 |                   |           |                                      |
| 12   | "       | 5             | 1/2     | "                  |        |           |             |         |                 |                   |           | Mild, moderating into fresh breeze.  |
| 1    | E by N  | 5             | 1/2     | SSE                | 6      |           | 135         | 57.5    |                 |                   |           | Set top gallant sail sea gradually   |
| 2    | "       | 6             |         |                    |        |           | 3 1/2       |         |                 |                   |           | lessens vessel still plunging        |
| 3    | "       | 6             |         | "                  |        |           |             |         |                 |                   |           | heavily at times. Sky clear.         |
| 4    | "       | 6             |         | "                  |        |           |             |         |                 |                   |           | Gumtree & crew from the forecastle.  |
| 5    | "       | 6             |         | "                  |        |           |             |         |                 |                   |           |                                      |
| 9    | "       | 6             |         | "                  |        |           |             |         |                 |                   |           |                                      |
| 7    | "       | 6             |         | "                  |        |           |             |         |                 |                   |           |                                      |
| 8    | "       | 6             |         | "                  |        |           |             |         |                 |                   |           |                                      |
| 9    | "       | 6             |         | "                  |        |           | 3 1/2       |         |                 |                   |           | All lights lookouts pump &           |
| 10   | "       | 6             |         | "                  |        |           | 1/5         |         |                 |                   |           | Ventilator strictly attended to.     |
| 11   | "       | 6             |         | "                  |        |           |             |         |                 |                   |           |                                      |
| 12   | "       | 6             |         | "                  |        |           |             |         |                 |                   |           |                                      |

#### BEARING & DISTANCE AT NOON

| COURSE | DISTANCE | Difference<br>Latitude | Departure         | Latitude by<br>Account | Latitude<br>Observed | Difference in<br>Longitude | Longitude by<br>Account | Longitude by<br>Chronometer | Longitude<br>Observed | Correction      | Distance Run<br>per Patent Log |
|--------|----------|------------------------|-------------------|------------------------|----------------------|----------------------------|-------------------------|-----------------------------|-----------------------|-----------------|--------------------------------|
| 144 E. | 136'     | 26' <sup>N</sup>       | 131' <sup>E</sup> | 48° 7' <sup>N</sup>    | 48° 7'               | 180' <sup>E</sup>          | 24° 21'                 | 24° 22'                     | 24° 52'               | 5" <sup>N</sup> |                                |

## ON THE LOOK-OUT

| ON THE LOOK-OUT |    |      | NAME       |
|-----------------|----|------|------------|
| from            | 6  | To 8 | Abrahamson |
|                 | 8  | 10   | Dasham     |
|                 | 10 | 12   | Lawson     |
|                 | 12 | 2    | Magnussen  |
|                 | 2  | 4    | Hader      |
|                 | 4  | 6    | Spurlock   |
|                 | 6  | 8    | Royal      |
|                 |    |      | Roy        |

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CHIEF OFFICER'S LOG

| Hrs. | Course | Distance Run | WINDS—see Formula | Force | Sail Set | Log Way | Barometer | Thermometer Air | Thermometer Water | Remarks &c.                          |
|------|--------|--------------|-------------------|-------|----------|---------|-----------|-----------------|-------------------|--------------------------------------|
|      |        |              | Direction         |       |          |         |           |                 |                   |                                      |
| 1    | ESE    | 6            | South             | 5.5   |          |         | 29.54     | 53.10           |                   | Saturday June 15 <sup>th</sup> 1895. |
| 2    |        | 6            |                   |       |          |         |           |                 |                   | This day begins with fresh breeze    |
| 3    |        | 6            |                   |       |          |         |           |                 |                   | rapidly veering westerly & soon      |
| 4    |        | 6            |                   |       |          |         |           |                 |                   | gradually going down sky clear       |
| 5    |        | 6            |                   |       |          |         |           |                 |                   | weather fine, calm from the W.       |
| 6    |        | 6            |                   |       |          |         |           |                 |                   |                                      |
| 7    |        | 6            |                   |       |          |         |           |                 |                   | People variously employed around     |
| 8    |        | 6            |                   |       |          |         |           |                 |                   | the deck.                            |
| 9    |        | 6            |                   |       |          |         |           |                 |                   | Carpenter at his trade               |
| 10   |        | 6            |                   |       |          |         |           |                 |                   | Two of crew repairing sails          |
| 11   |        | 6            |                   |       |          |         |           |                 |                   |                                      |
| 12   |        | 6            |                   |       |          |         |           |                 |                   |                                      |
| 1    | ESE    | 4            | West              | 6     |          |         | 29.52     | 53.21           |                   | Mid. freshening wind, clear.         |
| 2    |        | 4            |                   |       |          |         |           |                 |                   | Barometer slowly falling. Sea        |
| 3    |        | 4            |                   |       |          |         |           |                 |                   | moderate weather fine.               |
| 4    |        | 4            |                   |       |          |         |           |                 |                   | banking up from the W.               |
| 5    |        | 4            |                   |       |          |         |           |                 |                   |                                      |
| 6    |        | 4            |                   |       |          |         |           |                 |                   | Decks washed down & all berth        |
| 7    |        | 4            |                   |       |          |         |           |                 |                   | & thoroughly cleaned                 |
| 8    |        | 4            |                   |       |          |         |           |                 |                   | Carpenter oiled down aloft, & screws |
| 9    |        | 4            |                   |       |          |         |           |                 |                   | gear which. Edman pump 17            |
| 10   |        | 4            |                   |       |          |         |           |                 |                   | Pumped ship dry out, 3 inch in water |
| 11   |        | 4            |                   |       |          |         |           |                 |                   |                                      |
| 12   |        | 4            |                   |       |          |         |           |                 |                   | All light lookout. pumps &           |
|      |        |              |                   |       |          |         |           |                 |                   | Ventilators strictly attended to     |

BEARING & DISTANCE AT NOON

| COURSE | DISTANCE | Difference Latitude | Departure | Latitude by Account | Latitude Observed | Difference of Longitude | Longitude by Account | Longitude by Chronometer | Longitude Observed | Variation | Distance Run per Patent Log |
|--------|----------|---------------------|-----------|---------------------|-------------------|-------------------------|----------------------|--------------------------|--------------------|-----------|-----------------------------|
| ESE    | 156      | 4.0                 | 15.1      | 42°40'              | 42°47'            | 204'                    | 30°45'               | 30°45'                   | 30°45'             | 10 W      |                             |

ON THE LOOK-OUT

|      |    |            |      |      |                   |
|------|----|------------|------|------|-------------------|
| From | To | NAME       | From | To   | LANTERNS HUNG OUT |
| 5    | 6  | Barham     | From | From | From              |
| 6    | 8  | Abrahamson | From | From | From              |
| 8    | 10 | Hale       | From | From | From              |
| 10   | 12 | Shellock   | From | From | From              |
| 12   | 2  | Lawson     | From | From | From              |
| 2    | 4  | Maynard    | From | From | From              |
| 4    | 6  | Edman      | From | From | From              |
| 6    | 8  | Johnston   | From | From | From              |
| 8    | 10 |            | From | From | From              |
| 10   | 12 |            | From | From | From              |
| 12   | 2  |            | From | From | From              |
| 2    | 4  |            | From | From | From              |
| 4    | 6  |            | From | From | From              |
| 6    | 8  |            | From | From | From              |
| 8    | 10 |            | From | From | From              |
| 10   | 12 |            | From | From | From              |
| 12   | 2  |            | From | From | From              |
| 2    | 4  |            | From | From | From              |
| 4    | 6  |            | From | From | From              |
| 6    | 8  |            | From | From | From              |
| 8    | 10 |            | From | From | From              |
| 10   | 12 |            | From | From | From              |
| 12   | 2  |            | From | From | From              |
| 2    | 4  |            | From | From | From              |
| 4    | 6  |            | From | From | From              |
| 6    | 8  |            | From | From | From              |
| 8    | 10 |            | From | From | From              |
| 10   | 12 |            | From | From | From              |
| 12   | 2  |            | From | From | From              |
| 2    | 4  |            | From | From | From              |
| 4    | 6  |            | From | From | From              |
| 6    | 8  |            | From | From | From              |
| 8    | 10 |            | From | From | From              |
| 10   | 12 |            | From | From | From              |
| 12   | 2  |            | From | From | From              |
| 2    | 4  |            | From | From | From              |
| 4    | 6  |            | From | From | From              |
| 6    | 8  |            | From | From | From              |
| 8    | 10 |            | From | From | From              |
| 10   | 12 |            | From | From | From              |
| 12   | 2  |            | From | From | From              |
| 2    | 4  |            | From | From | From              |
| 4    | 6  |            | From | From | From              |
| 6    | 8  |            | From | From | From              |
| 8    | 10 |            | From | From | From              |
| 10   | 12 |            | From | From | From              |
| 12   | 2  |            | From | From | From              |
| 2    | 4  |            | From | From | From              |
| 4    | 6  |            | From | From | From              |
| 6    | 8  |            | From | From | From              |
| 8    | 10 |            | From | From | From              |
| 10   | 12 |            | From | From | From              |
| 12   | 2  |            | From | From | From              |
| 2    | 4  |            | From | From | From              |
| 4    | 6  |            | From | From | From              |
| 6    | 8  |            | From | From | From              |
| 8    | 10 |            | From | From | From              |
| 10   | 12 |            | From | From | From              |
| 12   | 2  |            | From | From | From              |
| 2    | 4  |            | From | From | From              |
| 4    | 6  |            | From | From | From              |
| 6    | 8  |            | From | From | From              |
| 8    | 10 |            | From | From | From              |
| 10   | 12 |            | From | From | From              |
| 12   | 2  |            | From | From | From              |
| 2    | 4  |            | From | From | From              |
| 4    | 6  |            | From | From | From              |
| 6    | 8  |            | From | From | From              |
| 8    | 10 |            | From | From | From              |
| 10   | 12 |            | From | From | From              |
| 12   | 2  |            | From | From | From              |
| 2    | 4  |            | From | From | From              |
| 4    | 6  |            | From | From | From              |
| 6    | 8  |            | From | From | From              |
| 8    | 10 |            | From | From | From              |
| 10   | 12 |            | From | From | From              |
| 12   | 2  |            | From | From | From              |
| 2    | 4  |            | From | From | From              |
| 4    | 6  |            | From | From | From              |
| 6    | 8  |            | From | From | From              |
| 8    | 10 |            | From | From | From              |
| 10   | 12 |            | From | From | From              |
| 12   | 2  |            | From | From | From              |
| 2    | 4  |            | From | From | From              |
| 4    | 6  |            | From | From | From              |
| 6    | 8  |            | From | From | From              |
| 8    | 10 |            | From | From | From              |
| 10   | 12 |            | From | From | From              |
| 12   | 2  |            | From | From | From              |
| 2    | 4  |            | From | From | From              |
| 4    | 6  |            | From | From | From              |
| 6    | 8  |            | From | From | From              |
| 8    | 10 |            | From | From | From              |
| 10   | 12 |            | From | From | From              |
| 12   | 2  |            | From | From | From              |
| 2    | 4  |            | From | From | From              |
| 4    | 6  |            | From | From | From              |
| 6    | 8  |            | From | From | From              |
| 8    | 10 |            | From | From | From              |
| 10   | 12 |            | From | From | From              |
| 12   | 2  |            | From | From | From              |
| 2    | 4  |            | From | From | From              |
| 4    | 6  |            | From | From | From              |
| 6    | 8  |            | From | From | From              |
| 8    | 10 |            | From | From | From              |
| 10   | 12 |            | From | From | From              |
| 12   | 2  |            | From | From | From              |
| 2    | 4  |            | From | From | From              |
| 4    | 6  |            | From | From | From              |
| 6    | 8  |            | From | From | From              |
| 8    | 10 |            | From | From | From              |
| 10   | 12 |            | From | From | From              |
| 12   | 2  |            | From | From | From              |
| 2    | 4  |            | From | From | From              |
| 4    | 6  |            | From | From | From              |
| 6    | 8  |            | From | From | From              |
| 8    | 10 |            | From | From | From              |
| 10   | 12 |            | From | From | From              |
| 12   | 2  |            | From | From | From              |
| 2    | 4  |            | From | From | From              |
| 4    | 6  |            | From | From | From              |
| 6    | 8  |            | From | From | From              |
| 8    | 10 |            | From | From | From              |
| 10   | 12 |            | From | From | From              |
| 12   | 2  |            | From | From | From              |
| 2    | 4  |            | From | From | From              |
| 4    | 6  |            | From | From | From              |
| 6    | 8  |            | From | From | From              |
| 8    | 10 |            | From | From | From              |
| 10   | 12 |            | From | From | From              |
| 12   | 2  |            | From | From | From              |
| 2    | 4  |            | From | From | From              |
| 4    | 6  |            | From | From | From              |
| 6    | 8  |            | From | From | From              |
| 8    | 10 |            | From | From | From              |
| 10   | 12 |            | From | From | From              |
| 12   | 2  |            | From | From | From              |
| 2    | 4  |            | From | From | From              |
| 4    | 6  |            | From | From | From              |
| 6    | 8  |            | From | From | From              |
| 8    | 10 |            | From | From | From              |
| 10   | 12 |            | From | From | From              |
| 12   | 2  |            | From | From | From              |
| 2    | 4  |            | From | From | From              |
| 4    | 6  |            | From | From | From              |
| 6    | 8  |            | From | From | From              |
| 8    | 10 |            | From | From | From              |
| 10   | 12 |            | From | From | From              |
| 12   | 2  |            | From | From | From              |
| 2    | 4  |            | From | From | From              |
| 4    | 6  |            | From | From | From              |
| 6    | 8  |            | From | From | From              |
| 8    | 10 |            | From | From | From              |
| 10   | 12 |            | From | From | From              |
| 12   | 2  |            | From | From | From              |
| 2    | 4  |            | From | From | From              |
| 4    | 6  |            | From | From | From              |
| 6    | 8  |            | From | From | From              |
| 8    | 10 |            | From | From | From              |
| 10   | 12 |            | From | From | From              |
| 12   | 2  |            | From | From | From              |
| 2    | 4  |            | From | From | From              |
| 4    | 6  |            | From | From | From              |
| 6    | 8  |            | From | From | From              |
| 8    | 10 |            | From | From | From              |
| 10   | 12 |            | From | From | From              |
| 12   | 2  |            | From | From | From              |
| 2    | 4  |            | From | From | From              |
| 4    | 6  |            | From | From | From              |
| 6    | 8  |            | From | From | From              |
| 8    | 10 |            | From | From | From              |
| 10   | 12 |            | From | From | From              |
| 12   | 2  |            | From | From | From              |
| 2    | 4  |            | From | From | From              |
| 4    | 6  |            | From | From | From              |
| 6    | 8  |            | From | From | From              |
| 8    | 10 |            | From | From | From              |
| 10   | 12 |            | From | From | From              |
| 12   | 2  |            | From | From | From              |
| 2    | 4  |            | From | From | From              |
| 4    | 6  |            | From | From | From              |
| 6    | 8  |            | From | From | From              |
| 8    | 10 |            | From | From | From              |
| 10   | 12 |            | From | From | From              |
| 12   | 2  |            | From | From | From              |
| 2    | 4  |            | From | From | From              |
| 4    | 6  |            | From | From | From              |
| 6    | 8  |            | From | From | From              |
| 8    | 10 |            | From | From | From              |
| 10   | 12 |            | From | From | From              |
| 12   | 2  |            | From | From | From              |
| 2    | 4  |            | From | From | From              |
| 4    | 6  |            | From | From | From              |
| 6    | 8  |            | From | From | From              |
| 8    | 10 |            | From | From | From              |
| 10   | 12 |            | From | From | From              |
| 12   | 2  |            | From | From | From              |
| 2    | 4  |            | From | From | From              |
| 4    | 6  |            | From | From | From              |
| 6    | 8  |            | From | From | From              |
| 8    | 10 |            | From | From | From              |
| 10   | 12 |            | From | From | From              |
| 12   | 2  |            | From | From | From              |
| 2    | 4  |            | From | From | From              |
| 4    | 6  |            | From | From | From              |
| 6    | 8  |            | From | From | From              |
| 8    | 10 |            | From | From | From              |
| 10   | 12 |            | From | From | From              |
| 12   | 2  |            | From | From | From              |
| 2    | 4  |            | From | From | From              |
| 4    | 6  |            | From | From | From              |
| 6    | 8  |            | From | From | From              |
| 8    | 10 |            | From | From | From              |
| 10   | 12 |            | From | From | From              |
| 12   | 2  |            | From | From | From              |
| 2    | 4  |            | From | From | From              |
| 4    | 6  |            | From | From | From              |
| 6    | 8  |            | From | From | From              |
| 8    | 10 |            | From | From | From              |
| 10   | 12 |            | From | From | From              |
| 12   | 2  |            | From | From | From              |
| 2    | 4  |            | From | From | From              |
| 4    | 6  |            | From | From | From              |
| 6    | 8  |            | From | From | From              |
| 8    | 10 |            | From | From | From              |
| 10   | 12 |            | From | From | From              |
| 12   | 2  |            | From | From | From              |
| 2    | 4  |            | From | From | From              |
| 4    | 6  |            | From | From | From              |
| 6    | 8  |            | From | From | From              |
| 8    | 10 |            | From | From | From              |
| 10   | 12 |            | From | From | From              |
| 12   | 2  |            | From | From | From              |
| 2    | 4  |            | From | From | From              |
| 4    | 6  |            | From | From | From              |
| 6    | 8  |            | From | From | From              |
| 8    | 10 |            | From | From | From              |
| 10   | 12 |            | From | From | From              |
| 12   | 2  |            | From | From | From              |
| 2    | 4  |            | From | From | From              |
| 4    | 6  |            | From | From | From              |
| 6    | 8  |            | From | From | From              |
| 8    | 10 |            | From | From | From              |
| 10   | 12 |            | From | From | From              |
| 12   | 2  |            | From | From | From              |
| 2    | 4  |            | From | From | From              |
| 4    | 6  |            | From | From | From              |
| 6    | 8  |            | From | From | From              |
| 8    | 10 |            | From | From | From              |
| 10   | 12 |            | From | From | From              |
| 12   | 2  |            | From | From | From              |
| 2    | 4  |            | From | From | From              |
| 4    | 6  |            | From | From | From              |
| 6    | 8  |            | From | From | From              |
| 8    | 10 |            | From | From | From              |
| 10   | 12 |            | From | From | From              |
| 12   | 2  |            | From | From | From              |
| 2    | 4  |            | From | From | From              |
| 4    | 6  |            | From | From | From              |
| 6    | 8  |            | From | From | From              |
| 8    | 10 |            | From | From | From              |
| 10   | 12 |            | From | From | From              |
| 12   | 2  |            | From | From | From              |
| 2    | 4  |            | From | From | From              |
| 4    | 6  |            | From | From | From              |
| 6    | 8  |            | From | From | From              |
| 8    | 10 |            | From | From | From              |
| 10   | 12 |            | From | From | From              |
| 12   | 2  |            | From | From | From              |
| 2    | 4  |            | From | From | From              |
| 4    | 6  |            | From | From | From              |
| 6    | 8  |            | From | From | From              |
| 8    | 10 |            | From | From | From              |
| 10   | 12 |            | From | From | From              |
| 12   | 2  |            | From | From | From              |
| 2    | 4  |            | From | From | From              |
| 4    | 6  |            | From | From | From              |
| 6    | 8  |            | From | From | From              |
| 8    | 10 |            | From | From | From              |
| 10   | 12 |            | From | From | From              |
| 12   | 2  |            | From | From | From              |
| 2    | 4  |            | From | From | From              |
| 4    | 6  |            | From | From | From              |
| 6    | 8  |            | From | From | From              |
| 8    | 10 |            | From | From | From              |
| 10   | 12 |            | From | From | From              |
| 12   | 2  |            | From | From | From              |
| 2    | 4  |            | From | From | From              |
| 4    | 6  |            | From | From | From              |
| 6    | 8  |            | From | From | From              |
| 8    | 10 |            | From | From | From              |
| 10   | 12 |            | From | From | From              |
| 12   | 2  |            | From | From | From              |
| 2    | 4  |            | From | From | From              |
| 4    | 6  |            | From | From | From              |
| 6    | 8  |            | From | From | From              |
| 8    | 10 |            | From | From | From              |
| 10   | 12 |            | From | From | From              |
| 12   | 2  |            | From | From | From              |
| 2    | 4  |            | From | From | From              |
| 4    | 6  |            | From | From | From              |
| 6    | 8  |            | From | From | From              |
| 8    | 10 |            | From | From | From              |
| 10   | 12 |            | From | From | From              |
| 12   | 2  |            | From | From | From              |
| 2    | 4  |            | From | From | From              |
| 4    | 6  |            | From | From | From              |
| 6    | 8  |            | From | From | From              |
| 8    | 10 |            | From | From | From              |
| 10   | 12 |            | From | From | From              |
| 12   | 2  |            | From | From | From              |
| 2    | 4  |            | From | From | From              |
| 4    | 6  |            | From | From | From              |
| 6    | 8  |            | From | From | From              |
| 8    | 10 |            | From | From | From              |
| 10   | 12 |            | From | From | From              |
| 12   | 2  |            | From | From | From              |
| 2    | 4  |            | From | From | From              |
| 4    | 6  |            |      |      |                   |

## CHIEF OFFICER'S LOG.

| Hrs | Course | Distance Run | WINDS—see Formula | Direction | Force | Sail Set | Lee Way | Barometer | Temperature Air | Temperature Water | Remarks, &c.                          |
|-----|--------|--------------|-------------------|-----------|-------|----------|---------|-----------|-----------------|-------------------|---------------------------------------|
| 1   | SE     | 4            | 1/2               | SE        | 9     |          |         |           |                 |                   | Monday June 17 <sup>th</sup> 1890.    |
| 2   |        | 4            | 1/2               |           |       |          |         |           |                 |                   | This day begins with continued cold   |
| 3   |        | 4            | 1/2               |           |       |          |         |           |                 |                   | gale, with fierce snow & hail squalls |
| 4   |        | 4            | 1/2               |           |       |          |         |           |                 |                   | of terrific violence, sea running     |
| 5   |        | 4            | 1/2               |           |       |          |         |           |                 |                   | to a fearful height, gale taking      |
| 6   |        | 4            | 1/2               |           |       |          |         |           |                 |                   | off slightly, squalls not quite so    |
| 7   |        | 4            | 1/2               |           |       |          |         |           |                 |                   | heavy. set upper topsail full.        |
| 8   |        | 4            | 1/2               |           |       |          |         |           |                 |                   | Wind rolling & running heavily        |
| 9   |        | 4            | 1/2               |           |       |          |         |           |                 |                   | & taking a large quantity of          |
| 10  |        | 10           |                   |           |       |          |         |           |                 |                   | water on board at times, sea          |
| 11  |        | 10           |                   |           |       |          |         |           |                 |                   | running with wind on starboard        |
| 12  |        | 10           |                   |           |       |          |         |           |                 |                   | quarter, continued heavy squall       |
|     |        |              |                   |           |       |          |         |           |                 |                   | with snow & hail, but gradually       |
| 1   | SE     | 10           |                   | SE        | 8     |          |         |           |                 |                   | less in force.                        |
| 2   |        | 10           |                   |           |       |          |         |           |                 |                   | 1.30 am. Lighted 4 m. large iceberg   |
| 3   |        | 10           |                   |           |       |          |         |           |                 |                   | on starboard bow, bearing when first  |
| 4   |        | 10           |                   |           |       |          |         |           |                 |                   | seen SE, also several smaller         |
| 5   |        | 9            | 1/2               |           |       |          |         |           |                 |                   | icebergs toward daylight away         |
| 6   |        | 9            | 1/2               |           |       |          |         |           |                 |                   | on port beam bearing about SE.        |
| 7   |        | 9            | 1/2               |           |       |          |         |           |                 |                   | continued moderate gale, steady       |
| 8   |        | 9            | 1/2               |           |       |          |         |           |                 |                   | Squalls less frequent & weather       |
| 9   |        | 9            | 1/2               |           |       |          |         |           |                 |                   | gradually clearing, becoming          |
| 10  |        | 9            | 1/2               |           |       |          |         |           |                 |                   | fair, sea moderating slowly           |
| 11  |        | 9            | 1/2               |           |       |          |         |           |                 |                   | wind gradually lessening.             |
| 12  |        | 9            | 1/2               |           |       |          |         |           |                 |                   | All light lookout pumps & Ventu-      |

BEARING &amp; DISTANCE AT NOON

-also strictly attended to.

| COURSE | DISTANCE | Difference Latitude | Departure | Latitude by Account | Latitude Observed | Difference of Longitude | Longitude by Account | Longitude by Chronometer | Longitude Observed | Variation | Distance Run per Patent Log |
|--------|----------|---------------------|-----------|---------------------|-------------------|-------------------------|----------------------|--------------------------|--------------------|-----------|-----------------------------|
| SE     | 22.4     | 29'                 | 22.2      | 13.2                | 13.34             | 30.3                    | 39.3                 | 39.32                    | 39.32              | 11.44     |                             |

ON THE LOOK-OUT

| From | To |
|------|----|
| 1    | 2  |
| 6    | 8  |
| 8    | 10 |
| 10   | 12 |
| 12   | 2  |
| 2    | 4  |
| 4    | 6  |
| 6    | 8  |

NAME

Hail  
Lawson  
Shirlock  
Hail  
Magnussen  
Royal  
Johnson  
Herman

LANTERNS HUNG OUT

From Sunset To Sunrise  
Lookouts not kept  
all day

Mate.

Master.

## CHIEF OFFICER'S LOG.

| Hrs | Course | Distance Run | WINDS—see Formula | Direction | Force | Sail Set | Lee Way | Barometer | Temperature Air | Temperature Water | Remarks, &c.                              |
|-----|--------|--------------|-------------------|-----------|-------|----------|---------|-----------|-----------------|-------------------|-------------------------------------------|
| 1   | SE     | 9            |                   | SE        | 8     |          |         |           |                 |                   | Tuesday June 18 <sup>th</sup> 1890.       |
| 2   |        | 9            |                   |           |       |          |         |           |                 |                   | This day begins with strong breeze        |
| 3   |        | 9            |                   |           |       |          |         |           |                 |                   | sea moderate, occasional squalls.         |
| 4   |        | 9            |                   |           |       |          |         |           |                 |                   | Wind running westerly, sky clear          |
| 5   |        | 9            |                   |           |       |          |         |           |                 |                   | summit clouds from the S.W.               |
| 6   |        | 9            |                   | W         |       |          |         |           |                 |                   | People variously employed,                |
| 7   |        | 9            |                   |           |       |          |         |           |                 |                   | carpenter at his trade.                   |
| 8   |        | 9            |                   |           |       |          |         |           |                 |                   |                                           |
| 9   |        | 9            |                   |           |       |          |         |           |                 |                   |                                           |
| 10  |        | 9            |                   | SW        |       |          |         |           |                 |                   | Wind backing to the SW & beginning        |
| 11  |        | 9            |                   |           |       |          |         |           |                 |                   | to freshen up, sky beginning to assume    |
| 12  |        | 9            |                   |           |       |          |         |           |                 |                   | a threatening appearance in the N.W.      |
| 1   | SE     | 8            |                   | SE        | 9     |          |         |           |                 |                   |                                           |
| 2   |        | 8            |                   |           |       |          |         |           |                 |                   | Sky clouded all over similar in the North |
| 3   |        | 8            |                   |           |       |          |         |           |                 |                   | barometer rapidly falling, wind           |
| 4   |        | 8            |                   |           |       |          |         |           |                 |                   | rapidly increasing to a whole             |
| 5   |        | 8            |                   | SE        | 10    |          |         |           |                 |                   | gale shortened sail, down to              |
| 6   |        | 8            |                   |           |       |          |         |           |                 |                   | lower topsail, & foresail, wind           |
| 7   |        | 8            |                   |           |       |          |         |           |                 |                   | backed SE, blowing fiercely for           |
| 8   |        | 8            |                   |           |       |          |         |           |                 |                   | a few hours, then began to ease           |
| 9   |        | 8            |                   |           |       |          |         |           |                 |                   | heavily & wind shifted gradually          |
| 10  |        | 8            |                   |           |       |          |         |           |                 |                   | to NW & began to clear slightly           |
| 11  |        | 8            |                   | North     | 9     |          |         |           |                 |                   | set upper topsail, bar-steady 29.40.      |
| 12  |        | 8            |                   | W         |       |          |         |           |                 |                   | All light lookouts pumps & Ventu-         |
|     |        |              |                   |           |       |          |         |           |                 |                   | strictly attended to.                     |

BEARING &amp; DISTANCE AT NOON

| COURSE | DISTANCE | Difference Latitude | Departure | Latitude by Account | Latitude Observed | Difference of Longitude | Longitude by Account | Longitude by Chronometer | Longitude Observed | Variation | Distance Run per Patent Log |
|--------|----------|---------------------|-----------|---------------------|-------------------|-------------------------|----------------------|--------------------------|--------------------|-----------|-----------------------------|
| SE     | 20.0     | 0.8                 | 18.5      | 14.36               | 14.34             | 26.6                    | 43.58                | 43.57                    | 43.54              | 11.44     |                             |

ON THE LOOK-OUT

| From | To |
|------|----|
| 1    | 2  |
| 6    | 8  |
| 8    | 10 |
| 10   | 12 |
| 12   | 2  |
| 2    | 4  |
| 4    | 6  |

NAME

Lawson  
Hail  
Magnussen  
Royal  
Shirlock  
Hail  
Herman

LANTERNS HUNG OUT

From Sunset To Sunrise

Mate.

Master.

## CHIEF OFFICER'S LOG

| Hrs | Course | Distance Run | WINDS—see Formula | Direction | Force | Sail Set | Lee Way | Barometer | Temperature Air | Temperature Water | Remarks, &c.                          |
|-----|--------|--------------|-------------------|-----------|-------|----------|---------|-----------|-----------------|-------------------|---------------------------------------|
| 1   | Ex 48  | 4            | 10                | W         | 4     |          |         | 29.8      | 46.8            |                   | Wednesday June 19 <sup>th</sup> 1895. |
| 2   |        | 4            | 10                | W         | 4     |          |         |           |                 |                   | This day begins blowing fresh         |
| 3   |        | 4            | 10                | W         | 4     |          |         |           |                 |                   | wind westerly clearing up, high       |
| 4   |        | 4            | 10                | W         | 4     |          |         |           |                 |                   | confused sea still prevailing         |
| 5   |        | 4            | 10                | W         | 4     |          |         |           |                 |                   | Admiral vessel to roll station        |
| 6   |        | 4            | 10                | W         | 4     |          |         |           |                 |                   | heavily, shipping heavy quantities    |
| 7   |        | 4            | 10                | W         | 4     |          |         |           |                 |                   | of water on board at 4 am.            |
| 8   |        | 4            | 10                | W         | 4     |          |         |           |                 |                   | People variously employed.            |
| 9   |        | 4            | 10                | W         | 4     |          |         |           |                 |                   | Carpenter at his trade.               |
| 10  |        | 4            | 10                | W         | 4     |          |         |           |                 |                   |                                       |
| 11  |        | 4            | 10                | W         | 4     |          |         |           |                 |                   |                                       |
| 12  |        | 4            | 10                | W         | 4     |          |         |           |                 |                   |                                       |
| 1   | Ex 48  | 4            | 10                | W         | 4     |          |         | 29.8      | 46.8            |                   | Thursday June 20 <sup>th</sup> 1895.  |
| 2   |        | 4            | 10                | W         | 4     |          |         |           |                 |                   | Wind in both force & direction        |
| 3   |        | 4            | 10                | W         | 4     |          |         |           |                 |                   | is not so confused, but still         |
| 4   |        | 4            | 10                | W         | 4     |          |         |           |                 |                   | high westerly swell rolling up.       |
| 5   |        | 4            | 10                | W         | 4     |          |         |           |                 |                   | vessel rolling heavily. Sighted       |
| 6   |        | 4            | 10                | W         | 4     |          |         |           |                 |                   | two large icebergs, one on star.      |
| 7   |        | 4            | 10                | W         | 4     |          |         |           |                 |                   | bow bearing S.E. 40° on Port          |
| 8   |        | 4            | 10                | W         | 4     |          |         |           |                 |                   | bow bearing N.E. distant about        |
| 9   |        | 4            | 10                | W         | 4     |          |         |           |                 |                   | 6 miles off. Lookouts kept going      |
| 10  |        | 4            | 10                | W         | 4     |          |         |           |                 |                   | all day.                              |
| 11  |        | 4            | 10                | W         | 4     |          |         |           |                 |                   | All lights lookouts pumps &           |
| 12  |        | 4            | 10                | W         | 4     |          |         |           |                 |                   | Ventilators & electric attended to.   |

BEARING &amp; DISTANCE AT NOON

| COURSE | DISTANCE | Difference Latitude | Departure | Latitude by Account | Latitude Observed | Difference of Longitude | Longitude by Account | Longitude by Chronometer | Longitude Observed | Variation | Distance Run per Patent Log |
|--------|----------|---------------------|-----------|---------------------|-------------------|-------------------------|----------------------|--------------------------|--------------------|-----------|-----------------------------|
| S 87 E | 150      | 24                  | 148       | 44 09               | 44 58             | 48 1                    | 48 10                | 48 09                    | 48 09              | 8 09      |                             |

ON THE LOOKOUT

| From | To | NAME     | From   | To      | NAME |
|------|----|----------|--------|---------|------|
| 6    | 8  | Hails    | Sunset | Sunrise |      |
| 8    | 10 | Larsen   |        |         |      |
| 10   | 12 | Sherlock |        |         |      |
| 12   | 2  | Reid     |        |         |      |
| 2    | 4  | Magnus   |        |         |      |
| 4    | 6  | Royal    |        |         |      |
| 6    | 8  | Johnston |        |         |      |
| 8    | 10 | Richmond |        |         |      |
| 10   | 12 | Mate.    |        |         |      |
| 12   | 2  | Master.  |        |         |      |

## CHIEF OFFICER'S LOG.

| Hrs | Course | Distance Run | WINDS—see Formula | Direction | Force | Sail Set | Lee Way | Barometer | Temperature Air | Temperature Water | Remarks, &c.                         |
|-----|--------|--------------|-------------------|-----------|-------|----------|---------|-----------|-----------------|-------------------|--------------------------------------|
| 1   | East   | 4            | 10                | W         | 4     |          |         | 29.8      | 46.8            |                   | Thursday June 20 <sup>th</sup> 1895. |
| 2   |        | 4            | 10                | W         | 4     |          |         |           |                 |                   | This day begins fresh breeze from    |
| 3   |        | 4            | 10                | W         | 4     |          |         |           |                 |                   | westward, cloudy fine, clear.        |
| 4   |        | 4            | 10                | W         | 4     |          |         |           |                 |                   | Sea moderate.                        |
| 5   |        | 4            | 10                | W         | 4     |          |         |           |                 |                   | People variously employed.           |
| 6   |        | 4            | 10                | W         | 4     |          |         |           |                 |                   | Carpenter at his trade.              |
| 7   |        | 4            | 10                | W         | 4     |          |         |           |                 |                   |                                      |
| 8   |        | 4            | 10                | W         | 4     |          |         |           |                 |                   | Several small icebergs in sight      |
| 9   |        | 4            | 10                | W         | 4     |          |         |           |                 |                   | bearing South, distant 10 miles      |
| 10  |        | 4            | 10                | W         | 4     |          |         |           |                 |                   | Lookouts kept day & night.           |
| 11  |        | 4            | 10                | W         | 4     |          |         |           |                 |                   |                                      |
| 12  |        | 4            | 10                | W         | 4     |          |         |           |                 |                   |                                      |
| 1   | East   | 4            | 10                | W         | 4     |          |         | 29.8      | 46.8            |                   | With wind decreasing gradually       |
| 2   |        | 4            | 10                | W         | 4     |          |         |           |                 |                   | in force, sky becoming overcast      |
| 3   |        | 4            | 10                | W         | 4     |          |         |           |                 |                   | hazy round the horizon.              |
| 4   |        | 4            | 10                | W         | 4     |          |         |           |                 |                   | Sea moderate, wind steady.           |
| 5   |        | 4            | 10                | W         | 4     |          |         |           |                 |                   | light drizzling rain coming away.    |
| 6   |        | 4            | 10                | W         | 4     |          |         |           |                 |                   |                                      |
| 7   |        | 4            | 10                | W         | 4     |          |         |           |                 |                   |                                      |
| 8   |        | 4            | 10                | W         | 4     |          |         |           |                 |                   |                                      |
| 9   |        | 4            | 10                | W         | 4     |          |         |           |                 |                   |                                      |
| 10  |        | 4            | 10                | W         | 4     |          |         |           |                 |                   | All lights lookouts pumps &          |
| 11  |        | 4            | 10                | W         | 4     |          |         |           |                 |                   | ventilators strictly attended to.    |
| 12  |        | 4            | 10                | W         | 4     |          |         |           |                 |                   |                                      |

BEARING &amp; DISTANCE AT NOON

| COURSE | DISTANCE | Difference Latitude | Departure | Latitude by Account | Latitude Observed | Difference of Longitude | Longitude by Account | Longitude by Chronometer | Longitude Observed | Variation | Distance Run per Patent Log |
|--------|----------|---------------------|-----------|---------------------|-------------------|-------------------------|----------------------|--------------------------|--------------------|-----------|-----------------------------|
| East   | 160      | 24                  | 160       | 44 59               | 44 58             | 226                     | 48                   | 47 55                    | 47 55              | 6 11      |                             |

ON THE LOOKOUT

| From | To | NAME     | From   | To      | NAME |
|------|----|----------|--------|---------|------|
| 6    | 8  | Larsen   | Sunset | Sunrise |      |
| 8    | 10 | Hails    |        |         |      |
| 10   | 12 | Magnus   |        |         |      |
| 12   | 2  | Royal    |        |         |      |
| 2    | 4  | Sherlock |        |         |      |
| 4    | 6  | Reid     |        |         |      |
| 6    | 8  | Johnston |        |         |      |
| 8    | 10 | Richmond |        |         |      |
| 10   | 12 | Mate.    |        |         |      |
| 12   | 2  | Master.  |        |         |      |

## CHIEF OFFICER'S LOG

| Hrs | Course  | Dist. Run | WINDS—see Formula | Direction | Force | Sail Set | Lee Way | Barometer | Temperature Air | Temperature Water | Remarks, &c.                                                                                                  |
|-----|---------|-----------|-------------------|-----------|-------|----------|---------|-----------|-----------------|-------------------|---------------------------------------------------------------------------------------------------------------|
| 1   | E 1/4 N | 5         | 1/2               | NW        | 11    |          |         | 30.44     | 44.0            | 44.0              | Friday 21 <sup>st</sup> June 1895.                                                                            |
| 2   |         | 5         | 1/2               |           |       |          |         |           |                 |                   | This day begins with moderate breeze, hauling northward sky becoming clear, weather fine, sea smooth.         |
| 3   |         | 5         | 1/2               |           |       |          |         |           |                 |                   | light cirrus from the NW.                                                                                     |
| 4   |         | 5         | 1/2               |           |       |          |         |           |                 |                   |                                                                                                               |
| 5   |         | 5         | 1/2               |           |       |          |         |           |                 |                   |                                                                                                               |
| 6   |         | 5         | 1/2               |           |       |          |         |           |                 |                   | People variously employed.                                                                                    |
| 7   |         | 5         | 1/2               | South     |       |          |         |           |                 |                   | some men splicing lines Mr. Wilson also Mr. Main Bunkline.                                                    |
| 8   |         | 5         | 1/2               |           |       |          |         |           |                 |                   | Two after repairing sails.                                                                                    |
| 9   |         | 5         | 1/2               |           |       |          |         |           |                 |                   |                                                                                                               |
| 10  |         | 5         | 1/2               |           |       |          |         |           |                 |                   |                                                                                                               |
| 11  |         | 5         | 1/2               |           |       |          |         |           |                 |                   |                                                                                                               |
| 12  |         | 5         | 1/2               |           |       |          |         |           |                 |                   |                                                                                                               |
| 1   | E 1/4 N | 5         | 1/2               | NE        | 11    |          |         | 30.44     | 44.0            | 44.0              | Mid continued fine clear weather, breeze moderate, rather unsteady in direction sea smooth, nothing in sight. |
| 2   |         | 5         | 1/2               |           |       |          |         |           |                 |                   | Carpenter at his trade.                                                                                       |
| 3   |         | 5         | 1/2               |           |       |          |         |           |                 |                   |                                                                                                               |
| 4   |         | 5         | 1/2               |           |       |          |         |           |                 |                   |                                                                                                               |
| 5   |         | 5         | 1/2               |           |       |          |         |           |                 |                   |                                                                                                               |
| 6   |         | 5         | 1/2               |           |       |          |         |           |                 |                   |                                                                                                               |
| 7   |         | 5         | 1/2               |           |       |          |         |           |                 |                   |                                                                                                               |
| 8   |         | 5         | 1/2               | North     |       |          |         |           |                 |                   |                                                                                                               |
| 9   |         | 5         | 1/2               |           |       |          |         |           |                 |                   |                                                                                                               |
| 10  |         | 5         | 1/2               |           |       |          |         |           |                 |                   | All lights look out pump & Ventilators strictly attended to.                                                  |
| 11  |         | 5         | 1/2               |           |       |          |         |           |                 |                   |                                                                                                               |
| 12  |         | 5         | 1/2               |           |       |          |         |           |                 |                   |                                                                                                               |

## BEARING &amp; DISTANCE AT NOON

| COURSE | DISTANCE | Difference Latitude | Departure | Latitude by Account | Latitude Observed | Difference of Longitude | Longitude by Account | Longitude by Chronometer | Longitude Observed | Variation Error | Distance Run per Patent Log |
|--------|----------|---------------------|-----------|---------------------|-------------------|-------------------------|----------------------|--------------------------|--------------------|-----------------|-----------------------------|
| 85° E  | 12.1     | 2.2                 | 1.3       | 45° 22'             | 45° 23'           | 143'                    | 54° 48'              | 54° 48'                  | 54° 48'            | 2° 22'          |                             |

## ON THE LOOK-OUT

| From | To | NAME      | From   | To      | LANTERNS HUNG OUT |
|------|----|-----------|--------|---------|-------------------|
| 6    | 8  | Lawson    | Sunset | Sunrise |                   |
| 8    | 10 | Shellock  |        |         |                   |
| 10   | 12 | Magnussen |        |         |                   |
| 12   | 2  | Johnston  |        |         |                   |
| 2    | 4  | Wright    |        |         |                   |
| 4    | 6  | Thompson  |        |         |                   |
| 6    | 8  | Stoane    |        |         |                   |

O Richmond

Mate.

Master.

## CHIEF OFFICER'S LOG.

| Hrs | Course  | Dist. Run | WINDS—see Formula | Direction | Force | Sail Set | Lee Way | Barometer | Temperature Air | Temperature Water | Remarks, &c.                                                             |
|-----|---------|-----------|-------------------|-----------|-------|----------|---------|-----------|-----------------|-------------------|--------------------------------------------------------------------------|
| 1   | E 1/4 N | 10        | 1/2               | NW        | 8     |          |         | 30.44     | 44.0            | 44.0              | Saturday 22 <sup>nd</sup> June 1895.                                     |
| 2   |         | 10        | 1/2               |           |       |          |         |           |                 |                   | This day begins with strong NW wind, clear fine sea smooth.              |
| 3   |         | 10        | 1/2               |           |       |          |         |           |                 |                   | wind very steady cumulus clouds from NW.                                 |
| 4   |         | 10        | 1/2               |           |       |          |         |           |                 |                   |                                                                          |
| 5   |         | 10        | 1/2               |           |       |          |         |           |                 |                   | People variously employed.                                               |
| 9   |         | 10        | 1/2               |           |       |          |         |           |                 |                   | washing paintwork &c.                                                    |
| 7   |         | 10        | 1/2               |           |       |          |         |           |                 |                   | Two after noon sailmaking.                                               |
| 8   |         | 10        | 1/2               |           |       |          |         |           |                 |                   | Carpenter at his trade, oiled down aloft, also engine pump, & boiler.    |
| 9   |         | 10        | 1/2               |           |       |          |         |           |                 |                   | Turning over &c.                                                         |
| 10  |         | 10        | 1/2               |           |       |          |         |           |                 |                   |                                                                          |
| 11  |         | 10        | 1/2               |           |       |          |         |           |                 |                   |                                                                          |
| 12  |         | 10        | 1/2               |           |       |          |         |           |                 |                   |                                                                          |
| 1   | East    | 10        | 1/2               | NW        | 8     |          |         | 30.44     | 44.0            | 44.0              | Continued strong wind steady sea remains calm.                           |
| 2   |         | 10        | 1/2               |           |       |          |         |           |                 |                   | barometer steady. Sky clear.                                             |
| 3   |         | 10        | 1/2               |           |       |          |         |           |                 |                   | Weather very fine heavy dew falling at night, light cumulus from the NW. |
| 4   |         | 10        | 1/2               |           |       |          |         |           |                 |                   |                                                                          |
| 5   |         | 10        | 1/2               |           |       |          |         |           |                 |                   |                                                                          |
| 9   |         | 10        | 1/2               |           |       |          |         |           |                 |                   |                                                                          |
| 7   |         | 10        | 1/2               |           |       |          |         |           |                 |                   |                                                                          |
| 8   |         | 10        | 1/2               |           |       |          |         |           |                 |                   |                                                                          |
| 9   |         | 10        | 1/2               |           |       |          |         |           |                 |                   | All lights look out pump & Ventilators strictly attended to.             |
| 10  |         | 10        | 1/2               |           |       |          |         |           |                 |                   |                                                                          |
| 11  |         | 10        | 1/2               |           |       |          |         |           |                 |                   |                                                                          |
| 12  |         | 10        | 1/2               |           |       |          |         |           |                 |                   |                                                                          |

## BEARING &amp; DISTANCE AT NOON

| COURSE | DISTANCE | Difference Latitude | Departure | Latitude by Account | Latitude Observed | Difference of Longitude | Longitude by Account | Longitude by Chronometer | Longitude Observed | Variation Error | Distance Run per Patent Log |
|--------|----------|---------------------|-----------|---------------------|-------------------|-------------------------|----------------------|--------------------------|--------------------|-----------------|-----------------------------|
| 85° E  | 21.6     | 2.0                 | 2.45      | 45° 43'             | 45° 43'           | 349'                    | 60° 36'              | 60° 35'                  | 60° 35'            | 2° 22'          |                             |

## ON THE LOOK-OUT

| From | To | NAME      | From   | To      | LANTERNS HUNG OUT |
|------|----|-----------|--------|---------|-------------------|
| 6    | 8  | Shellock  | Sunset | Sunrise |                   |
| 8    | 10 | Lawson    |        |         |                   |
| 10   | 12 | Wright    |        |         |                   |
| 12   | 2  | Johnston  |        |         |                   |
| 2    | 4  | Thompson  |        |         |                   |
| 4    | 6  | Magnussen |        |         |                   |
| 6    | 8  | Stoane    |        |         |                   |

O Richmond

Mate.

Master.

## CHIEF OFFICER'S LOG.

| Hrs | Course | Distance Run | WINDS—see Formula | Direction      | Force | Sail Set | Lee Way | Barometer | Temperature Air | Temperature Water | Remarks, &c.                                                   |
|-----|--------|--------------|-------------------|----------------|-------|----------|---------|-----------|-----------------|-------------------|----------------------------------------------------------------|
| 1   | East   | 11           | NW                | 8 <sup>1</sup> |       |          |         |           |                 |                   | Sunday June 23 <sup>d</sup> 1895                               |
| 2   |        | 11           |                   |                |       |          |         |           |                 |                   | This day begins with strong steady gale clear fine sea smooth. |
| 3   |        | 11           |                   |                |       |          |         |           |                 |                   | to moderate wind Port quarter                                  |
| 4   |        | 11           |                   |                |       |          |         |           |                 |                   | Cumulus clouds from Westward                                   |
| 5   |        | 11           |                   |                |       |          |         |           |                 |                   | light firm around the horizon.                                 |
| 6   |        | 11           |                   |                |       |          |         |           |                 |                   |                                                                |
| 7   |        | 11           |                   |                |       |          |         |           |                 |                   | Sunday Respected.                                              |
| 8   |        | 11           |                   |                |       |          |         |           |                 |                   |                                                                |
| 9   |        | 11           |                   |                |       |          |         |           |                 |                   |                                                                |
| 10  |        | 11           |                   |                |       |          |         |           |                 |                   |                                                                |
| 11  |        | 11           |                   |                |       |          |         |           |                 |                   |                                                                |
| 12  |        | 11           |                   |                |       |          |         |           |                 |                   |                                                                |
| 1   | East   | 11           | NW                | 8 <sup>1</sup> |       |          |         |           |                 |                   | Mid. continued steady gale                                     |
| 2   |        | 11           |                   |                |       |          |         |           |                 |                   | clear fine sea moderate.                                       |
| 3   |        | 11           |                   |                |       |          |         |           |                 |                   | Amibus making in the Westward                                  |
| 4   |        | 11           |                   |                |       |          |         |           |                 |                   | cir-cumulus from NW & WSW.                                     |
| 5   |        | 11           |                   |                |       |          |         |           |                 |                   | nothing in sight.                                              |
| 6   |        | 11           |                   |                |       |          |         |           |                 |                   |                                                                |
| 7   |        | 11           |                   |                |       |          |         |           |                 |                   |                                                                |
| 8   |        | 11           |                   |                |       |          |         |           |                 |                   |                                                                |
| 9   |        | 11           |                   |                |       |          |         |           |                 |                   |                                                                |
| 10  |        | 11           |                   |                |       |          |         |           |                 |                   | All lights look out pumps                                      |
| 11  |        | 11           |                   |                |       |          |         |           |                 |                   | & Ventilator strictly attended                                 |
| 12  |        | 11           |                   |                |       |          |         |           |                 |                   | to.                                                            |

## BEARING &amp; DISTANCE AT NOON

| COURSE | DISTANCE | Difference Latitude | Departure | Latitude by Account | Latitude Observed | Difference of Longitude | Longitude by Account | Longitude by Chronometer | Longitude Observed | Variation | Distance Run per Patent Log |
|--------|----------|---------------------|-----------|---------------------|-------------------|-------------------------|----------------------|--------------------------|--------------------|-----------|-----------------------------|
| S 88 E | 26.4     | 10.                 | 25.8      | 45° 54'             | 45° 53'           | 34'                     | 66° 50'              | 66° 51'                  | 66° 57'            | 7 W       | —                           |

## ON THE LOOK-OUT

| From | To |
|------|----|
| 5    | 6  |
| 6    | 8  |
| 8    | 10 |
| 10   | 12 |
| 12   | 2  |
| 2    | 4  |
| 4    | 6  |
| 6    | 8  |

## NAME

Magnus  
Scrib  
Hes  
Slane  
Johnston  
Hermann  
Royal  
Ulrichson

## LANTERNS HUNG OUT

From Sunset To Sunrise

O Richmond

Mate.

Master.

## CHIEF OFFICER'S LOG.

| Hrs | Course | Distance Run | WINDS—see Formula | Direction | Force | Sail Set | Lee Way | Barometer | Temperature Air | Temperature Water | Remarks, &c.                                                      |
|-----|--------|--------------|-------------------|-----------|-------|----------|---------|-----------|-----------------|-------------------|-------------------------------------------------------------------|
| 1   | East   | 10           | NW                | 8         |       |          |         |           |                 |                   | Monday June 23 <sup>d</sup> 1895                                  |
| 2   |        | 10           |                   |           |       |          |         |           |                 |                   | This day begins with very stiff breeze from NW, cloudy sea rising |
| 3   |        | 10           |                   |           |       |          |         |           |                 |                   | riming making up in the W                                         |
| 4   |        | 10           |                   |           |       |          |         |           |                 |                   |                                                                   |
| 5   |        | 10           |                   |           |       |          |         |           |                 |                   | People variously employed                                         |
| 9   |        | 10           |                   |           |       |          |         |           |                 |                   | troop corn sailmaking                                             |
| 7   |        | 9            |                   |           |       |          |         |           |                 |                   | Carpenter at his trade.                                           |
| 8   |        | 9            |                   |           |       |          |         |           |                 |                   |                                                                   |
| 9   |        | 9            |                   |           |       |          |         |           |                 |                   |                                                                   |
| 10  |        | 9            |                   |           |       |          |         |           |                 |                   |                                                                   |
| 11  |        | 9            |                   |           |       |          |         |           |                 |                   |                                                                   |
| 12  |        | 9            |                   |           |       |          |         |           |                 |                   |                                                                   |
| 1   | East   | 8            | NW                | 8         |       |          |         |           |                 |                   | Mid coming away thick with                                        |
| 2   |        | 8            |                   |           |       |          |         |           |                 |                   | heavy rain wind gusty sea                                         |
| 3   |        | 8            |                   |           |       |          |         |           |                 |                   | high & confused Barometer                                         |
| 4   |        | 8            |                   |           |       |          |         |           |                 |                   | gradually lowering stored                                         |
| 5   |        | 8            |                   |           |       |          |         |           |                 |                   | all small canvas.                                                 |
| 9   |        | 8            |                   |           |       |          |         |           |                 |                   |                                                                   |
| 7   |        | 8            |                   |           |       |          |         |           |                 |                   |                                                                   |
| 8   |        | 8            | West              |           |       |          |         |           |                 |                   | heavy rain, wind shifted to                                       |
| 9   |        | 8            |                   |           |       |          |         |           |                 |                   | the Westward, wind falling light                                  |
| 10  |        | 8            |                   |           |       |          |         |           |                 |                   | leaving very high confused sea                                    |
| 11  |        | 8            |                   |           |       |          |         |           |                 |                   | vessel rolling fearfully.                                         |
| 12  |        | 8            |                   |           |       |          |         |           |                 |                   | All lights look out pumps &                                       |

## BEARING &amp; DISTANCE AT NOON

| COURSE | DISTANCE | Difference Latitude | Departure | Latitude by Account | Latitude Observed | Difference of Longitude | Longitude by Account | Longitude by Chronometer | Longitude Observed | Variation | Distance Run per Patent Log |
|--------|----------|---------------------|-----------|---------------------|-------------------|-------------------------|----------------------|--------------------------|--------------------|-----------|-----------------------------|
| S 88 E | 21.4     | 04.5                | 21.4      | 46° 19'             | —                 | 320'                    | 72° 10'              | No Sun                   | 7 W                | —         | —                           |

## ON THE LOOK-OUT

| From | To |
|------|----|
| 5    | 6  |
| 6    | 8  |
| 8    | 10 |
| 10   | 12 |
| 12   | 2  |
| 2    | 4  |
| 4    | 6  |
| 6    | 8  |

## NAME

Reid  
Magnus  
Johnston  
Hermann  
Lawson  
Hes  
Ulrich  
Long

## LANTERNS HUNG OUT

From Sunset To Sunrise

O Richmond

Mate.

Master.

## CHIEF OFFICER'S LOG

| Hrs |    | Distance Run | WINDS—see Formula |           |       |          | REMARKS, &c. |           |                 |                   |                                       |
|-----|----|--------------|-------------------|-----------|-------|----------|--------------|-----------|-----------------|-------------------|---------------------------------------|
|     |    | Knots        | Fathoms           | Direction | Force | Sail Set | Lee Way      | Barometer | Temperature Air | Temperature Water |                                       |
|     | 1  | 2            |                   | Northerly | 10    |          |              | 29.7      | 72              | 72                | Sunday July 7 <sup>th</sup> 1896.     |
|     | 2  | 2            |                   |           |       |          |              |           |                 |                   | This day breeze blowing hard          |
|     | 3  | 2            |                   |           |       |          |              |           |                 |                   | Northerly Gale, with a tremendous     |
|     | 4  | 2            |                   |           |       |          |              |           |                 |                   | high sea running, vessel here         |
|     | 5  | 2            |                   |           |       |          |              |           |                 |                   | to under two lower topsails           |
|     | 6  | 2            |                   |           |       |          |              |           |                 |                   | vessel plunging & straining           |
|     | 7  | 2            |                   |           |       |          |              |           |                 |                   | fearfully shaking occasional          |
|     | 8  | 2            |                   |           |       |          |              |           |                 |                   | heavy water on board, bursting        |
|     | 9  | 2            |                   |           |       |          |              |           |                 |                   | in engine room doors & doors of       |
|     | 10 | 2            |                   |           |       |          |              |           |                 |                   | port side of house.                   |
|     | 11 | 2            |                   |           |       |          |              |           |                 |                   | Sunday Respected.                     |
|     | 12 | 2            |                   |           |       |          |              |           |                 |                   | F. Thimmes, Steward, got washed off   |
|     | 1  | 2            |                   | Northerly |       |          |              | 29.7      | 72              | 72                | his feet by a sea, hurt his shoulder  |
|     | 2  | 2            |                   |           |       |          |              |           |                 |                   | Wind suddenly dropping                |
|     | 3  | 2            |                   |           |       |          |              |           |                 |                   | away to nearly calm                   |
|     | 4  | 2            |                   |           |       |          |              |           |                 |                   | coming a terrible sea running         |
|     | 5  | 2            |                   |           |       |          |              |           |                 |                   | vessel, rolling, plunging & straining |
|     | 6  | 2            |                   |           |       |          |              |           |                 |                   | in a terrible manner, & fore          |
|     | 7  | 2            |                   |           |       |          |              |           |                 |                   | quently flooding decks, set           |
|     | 8  | 2            |                   |           |       |          |              |           |                 |                   | upper topsails & fore & aft           |
|     | 9  | 2            |                   |           |       |          |              |           |                 |                   | canvas, vessel simply drifting        |
|     | 10 | 2            |                   |           |       |          |              |           |                 |                   | about.                                |
|     | 11 | 2            |                   |           |       |          |              |           |                 |                   | All lights lookouts pumps &           |
|     | 12 | 2            |                   |           |       |          |              |           |                 |                   | ventilator strictly attended to       |

HEARING &amp; DISTANCE AT NOON

| COURSE | DISTANCE | Difference<br>Latitude | Departure | Latitude by<br>Account | Latitude<br>Observed | Difference of<br>Latitude | Longitude by<br>Account | Longitude by<br>Chronometer | Longitude<br>Observed | Variation | Distance Run<br>per Patent Log |
|--------|----------|------------------------|-----------|------------------------|----------------------|---------------------------|-------------------------|-----------------------------|-----------------------|-----------|--------------------------------|
| 60 E   | 44       | 22                     | 42        | 48 14                  | 48 18                | 6 2                       | 130 45                  | 130 44                      | 130 44                | 2 30      |                                |

## ON THE LOOK-OUT

from

|    |    |    |
|----|----|----|
| 5  | To | 8  |
| 6  | "  | 10 |
| 8  | "  | 12 |
| 10 | "  | 8  |
| 12 | "  | 11 |
| 2  | "  | 6  |
| 4  | "  | 4  |
| 6  | "  |    |

J Richmond

Male.

*Master.*

## CHIEF OFFICER'S LOG

| TS. | Course | Distance Run. |         | WINDS—see Formula |       | Sail Set | Lee Way | Barometer | Temperature Air | Temperature Water | Direction | Force | Remarks &c.                                                                                 |
|-----|--------|---------------|---------|-------------------|-------|----------|---------|-----------|-----------------|-------------------|-----------|-------|---------------------------------------------------------------------------------------------|
|     |        | Knots         | Fathoms | Direction         | Force |          |         |           |                 |                   |           |       |                                                                                             |
| 1   | North  | 1             | 1/2     | E.N.E.            | 3     |          |         | 29.24     | 42.5            |                   |           |       | Monday, July 8 <sup>th</sup> 1895                                                           |
| 2   | "      | 1             | 1/2     | "                 | "     |          |         |           |                 |                   |           |       | This day begins with light breeze from E.N.E., sky cloudy weather fine, rusty beam sea ship |
| 3   | "      | 1             | 1/2     | "                 | "     |          |         |           |                 |                   |           |       | continuing causing vessel to roll                                                           |
| 4   | "      | 1             | 1/2     | "                 | "     |          |         |           |                 |                   |           |       | about terribly. Ship's crane sharp                                                          |
| 5   | "      | 1             | 1/2     | "                 | "     |          |         |           |                 |                   |           |       | up on starboard side. Sails simply                                                          |
| 9   | "      | 1             | 1/2     | "                 | "     |          |         | 29 1/2    |                 |                   |           |       | doing little good on account of                                                             |
| 7   | "      | 1             | 1/2     | "                 | "     |          |         |           |                 |                   |           |       | beam sea, knocking all the wind                                                             |
| 8   | "      | 1             | 1/2     | "                 | "     |          |         |           |                 |                   |           |       | out of them at every roll.                                                                  |
| 9   | "      | 1             | 1/2     | "                 | "     |          |         |           |                 |                   |           |       |                                                                                             |
| 10  | "      | 1             | 1/2     | "                 | "     |          |         |           |                 |                   |           |       |                                                                                             |
| 11  | "      | 1             | 1/2     | "                 | "     |          |         | 29 1/2    |                 |                   |           |       |                                                                                             |
| 12  | "      | 1             | 1/2     | "                 | "     |          |         |           |                 |                   |           |       | Mid-continued light, Easterly.                                                              |
| 1   | North  | 1             | 1/2     | E.N.E.            | 3     |          |         | 29.24     | 42.5            |                   |           |       | wind, with high beam swell                                                                  |
| 2   | "      | 1             | 1/2     | "                 | "     |          |         |           |                 |                   |           |       | knocking wind out of the sail                                                               |
| 3   | "      | 1             | 1/2     | "                 | "     |          |         |           |                 |                   |           |       | vessel rolling about terribly                                                               |
| 4   | "      | 1             | 1/2     | "                 | "     |          |         |           |                 |                   |           |       | sky cloudy & weather fine.                                                                  |
| 5   | "      | 1             | 1/2     | "                 | "     |          |         |           |                 |                   |           |       |                                                                                             |
| 9   | "      | 1             | 1/2     | "                 | "     |          |         | 29 1/2    |                 |                   |           |       |                                                                                             |
| 7   | "      | 1             | 1/2     | "                 | "     |          |         |           |                 |                   |           |       | Continuation of above wind &                                                                |
| 8   | "      | 1             | 1/2     | "                 | "     |          |         |           |                 |                   |           |       | weather throughout the remainder                                                            |
| 9   | "      | 1             | 1/2     | "                 | "     |          |         |           |                 |                   |           |       | of this day.                                                                                |
| 10  | "      | 1             | 1/2     | "                 | "     |          |         |           |                 |                   |           |       |                                                                                             |
| 11  | "      | 1             | 1/2     | "                 | "     |          |         | 29 1/2    |                 |                   |           |       |                                                                                             |
| 12  | "      | 1             | 1/2     | "                 | "     |          |         |           |                 |                   |           |       | All lights lookouts pumps &                                                                 |
|     |        |               |         |                   |       |          |         |           |                 |                   |           |       | ventilators strictly attended to.                                                           |

HEARING &amp; DISTANCE AT NOON

| USE. | DISTANCE | Difference<br>Latitude | Departure | Latitude by<br>Account | Latitude<br>Observed | Difference of<br>Longitude | Longitude by<br>Account | Longitude by<br>Chromometer | Longitude<br>Observed | Variation | Distance Run<br>per Patent Log |
|------|----------|------------------------|-----------|------------------------|----------------------|----------------------------|-------------------------|-----------------------------|-----------------------|-----------|--------------------------------|
| 48   | 36.      | 35 <sup>N</sup>        | 10'       | 47.39                  | —                    | 15'                        | 181°00                  | No Lum                      | 5°E.                  | —         |                                |

ON THE LOOK-OUT

|    |    |    |
|----|----|----|
| 5  | To | 2  |
| 6  | "  | 8  |
| 8  | "  | 10 |
| 10 | "  | 18 |
| 17 | "  | 2  |
| 2  | "  | 4  |
| 4  | "  | 6  |
| 6  | "  | 8  |

O Richmond

O Richmond

Mate

Master

## CHIEF OFFICER'S LOG.

| Hrs | Course | Distance Run | WINDS—see Formula | Force | Sail Set | Lee Way | Temperature Air | Temperature Water | Remarks, &c.                                                 |
|-----|--------|--------------|-------------------|-------|----------|---------|-----------------|-------------------|--------------------------------------------------------------|
|     |        | Knots        | Direction         |       |          |         |                 |                   |                                                              |
| 1   | NW     | 3            | ESE               | 4     |          |         | 14.5            | 45.1              | Tuesday July 9 <sup>th</sup> 1895.                           |
| 2   |        | 3            |                   |       |          |         |                 |                   | This day begins with moderate breeze from the ESE & the very |
| 3   |        | 3            |                   |       |          |         |                 |                   | unsteady in direction, but                                   |
| 4   |        | 3            |                   |       |          |         |                 |                   | inclined to draw more                                        |
| 5   |        | 4            |                   |       |          |         |                 |                   | northerly sky cloudy, weather                                |
| 6   |        | 4            |                   |       |          |         |                 |                   | fine but nasty beam swell                                    |
| 7   |        | 4            |                   |       |          |         |                 |                   | still continuing drawing ship                                |
| 8   |        | 4            |                   |       |          |         |                 |                   | to the leeward & impeding her                                |
| 9   |        | 4            |                   |       |          |         |                 |                   | progress through the water                                   |
| 10  |        | 4            |                   |       |          |         |                 |                   |                                                              |
| 11  |        | 4            |                   |       |          |         |                 |                   | People variously employed                                    |
| 12  | NW     | 4            | ESE               | 4     |          |         | 14.5            | 45.1              | at sundry occupation                                         |
| 1   |        | 3            |                   |       |          |         |                 |                   | Carpenter at his trade                                       |
| 2   |        | 3            |                   |       |          |         |                 |                   | two of crew sailmaking                                       |
| 3   |        | 3            |                   |       |          |         |                 |                   |                                                              |
| 4   | NW     | 3            |                   |       |          |         |                 |                   |                                                              |
| 5   |        | 3            |                   |       |          |         |                 |                   | wind drawing more northerly                                  |
| 6   |        | 3            |                   |       |          |         |                 |                   | weather fine, sky heavy &                                    |
| 7   |        | 3            |                   |       |          |         |                 |                   | cloudy, continued ESE                                        |
| 8   |        | 3            |                   |       |          |         |                 |                   |                                                              |
| 9   |        | 3            |                   |       |          |         |                 |                   |                                                              |
| 10  |        | 3            |                   |       |          |         |                 |                   | Tacked ship to the Eastward                                  |
| 11  | ESE    | 3            |                   |       |          |         |                 |                   | All lights lookouts pumps &                                  |
| 12  |        | 3            |                   |       |          |         |                 |                   | ventilators strictly attended to.                            |

BEARING &amp; DISTANCE AT NOON

| COURSE     | DISTANCE | Difference Latitude | Departure | Latitude by Account | Latitude Observed | Difference of Longitude | Longitude by Account | Longitude by Chronometer | Longitude Observed | Variation | Distance Run per Patent Log |
|------------|----------|---------------------|-----------|---------------------|-------------------|-------------------------|----------------------|--------------------------|--------------------|-----------|-----------------------------|
| N 30 W 88. | 15.      | 24'                 | 46.14     |                     | 64.               | 119.53                  | No older             | 10.14                    |                    |           |                             |

ON THE LOOK-OUT

| From | To       | NAME       | LANTERNS HUNG OUT      |
|------|----------|------------|------------------------|
| 5    | 6        | Sloane     | From Sunset To Sunrise |
| 6    | 8        | Herman     |                        |
| 8    | 10       | Royal      |                        |
| 10   | 12       | Abrahamson |                        |
| 12   | 2        | Shelton    |                        |
| 2    | 4        | Spide      |                        |
| 4    | 6        | Lewis      |                        |
| 6    | 8        | Maynussen  |                        |
| 3    | Richmond | Mate.      | Master.                |

## CHIEF OFFICER'S LOG.

| Hrs | Course | Distance Run | WINDS—see Formula | Force | Sail Set | Lee Way | Temperature Air | Temperature Water | Remarks, &c.                                                    |
|-----|--------|--------------|-------------------|-------|----------|---------|-----------------|-------------------|-----------------------------------------------------------------|
|     |        | Knots        | Direction         |       |          |         |                 |                   |                                                                 |
| 1   | ESE    | 6            | NE                | 4     |          |         | 24.5            | 43.1              | Wednesday July 10 <sup>th</sup> 1895.                           |
| 2   |        | 6            |                   |       |          |         |                 |                   | This day begins with strong breeze from W, gradually increasing |
| 3   |        | 6            |                   |       |          |         |                 |                   | barometer slowly falling, sky clouded                           |
| 4   |        | 6            |                   |       |          |         |                 |                   | at times, clear at intervals. Sail flying                       |
| 5   |        | 6            |                   |       |          |         |                 |                   | from W, & timber forming in the N.                              |
| 6   |        | 6            |                   |       |          |         |                 |                   |                                                                 |
| 7   |        | 6            |                   |       |          |         |                 |                   | People variously employed                                       |
| 8   |        | 6            |                   |       |          |         |                 |                   | Carpenter at his trade                                          |
| 9   |        | 6            |                   |       |          |         |                 |                   |                                                                 |
| 10  |        | 6            |                   |       |          |         |                 |                   |                                                                 |
| 11  |        | 6            |                   |       |          |         |                 |                   |                                                                 |
| 12  | ESE    | 6            | NE                | 8     |          |         | 24.5            | 43.1              | Mid-wind increasing & sea rising                                |
| 1   |        | 7            |                   |       |          |         |                 |                   | hundred small canvases. sky                                     |
| 2   |        | 7            |                   |       |          |         |                 |                   | clouded & clear alternately.                                    |
| 3   |        | 7            |                   |       |          |         |                 |                   | precipitous showers. barometer                                  |
| 4   |        | 7            |                   |       |          |         |                 |                   | gradually falling                                               |
| 5   |        | 7            |                   |       |          |         |                 |                   |                                                                 |
| 6   |        | 7            |                   |       |          |         |                 |                   |                                                                 |
| 7   |        | 7            |                   |       |          |         |                 |                   |                                                                 |
| 8   |        | 7            |                   |       |          |         |                 |                   |                                                                 |
| 9   |        | 7            |                   |       |          |         |                 |                   | coming away squally sea & wind                                  |
| 10  |        | 7            |                   |       |          |         |                 |                   | also increasing                                                 |
| 11  |        | 7            |                   |       |          |         |                 |                   | All lights lookouts pumps & Vent-                               |
| 12  |        | 7            |                   |       |          |         |                 |                   | ilators strictly attended to.                                   |

BEARING &amp; DISTANCE AT NOON

| COURSE | DISTANCE | Difference Latitude | Departure | Latitude by Account | Latitude Observed | Difference of Longitude | Longitude by Account | Longitude by Chronometer | Longitude Observed | Variation | Distance Run per Patent Log |
|--------|----------|---------------------|-----------|---------------------|-------------------|-------------------------|----------------------|--------------------------|--------------------|-----------|-----------------------------|
| 196    | 159      | 29'                 | 156       | 46.43               | 46.47.029         | 193.42                  | 123.43               | 123.43                   | 6.04               |           |                             |

ON THE LOOK-OUT

| From | To       | NAME       | LANTERNS HUNG OUT      |
|------|----------|------------|------------------------|
| 5    | 6        | Herman     | From Sunset To Sunrise |
| 6    | 8        | Sloane     |                        |
| 8    | 10       | Shelton    |                        |
| 10   | 12       | Lony       |                        |
| 12   | 2        | Royal      |                        |
| 2    | 4        | Abrahamson |                        |
| 4    | 6        | Pellish    |                        |
| 6    | 8        | Hutch      |                        |
| 3    | Richmond | Mate.      | Master.                |

LOG of the *Eutrope* From Liverpool Towards Wellington

CHIEF OFFICER'S LOG.

| Hrs | Course | Distance Run | WINDS—see Formula | Force | Sail Set | Lee Way     | Barometer | Temperature Air | Temperature Water | Remarks, &c.                         |
|-----|--------|--------------|-------------------|-------|----------|-------------|-----------|-----------------|-------------------|--------------------------------------|
| 1   | SE     | 4            | NE                | 9     | 104.2/10 | 115 113 111 |           |                 |                   | Thursday July 11 <sup>th</sup> 1895  |
| 2   | "      | "            | "                 | "     | "        | "           | "         | "               | "                 | This day begins blowing strong       |
| 3   | "      | "            | "                 | "     | "        | "           | "         | "               | "                 | Gale from N. accompanied             |
| 4   | "      | "            | "                 | "     | "        | "           | "         | "               | "                 | with violent squalls, sea running    |
| 5   | SE     | 4            | NE                | "     | 104.2/10 | "           | "         | "               | "                 | to a tremendous height, barometer    |
| 6   | "      | "            | "                 | "     | "        | "           | "         | "               | "                 | falling sky looking very ugly.       |
| 7   | "      | "            | "                 | "     | "        | "           | "         | "               | "                 | vessel rolling & heaving in          |
| 8   | "      | "            | "                 | "     | "        | "           | "         | "               | "                 | a most distressing manner            |
| 9   | "      | "            | "                 | "     | "        | "           | "         | "               | "                 | making also at times severe          |
| 10  | "      | "            | "                 | "     | "        | "           | "         | "               | "                 | plunge, burying the fore-castle      |
| 11  | "      | "            | "                 | "     | "        | "           | "         | "               | "                 | head completely at times.            |
| 12  | "      | "            | "                 | "     | "        | "           | "         | "               | "                 | decks frequently flooded             |
| 1   | SE     | 3            | NE                | "     | 104.2/10 | 115 113 111 |           |                 |                   | vessel head rearing under            |
| 2   | "      | "            | "                 | "     | "        | "           | "         | "               | "                 | two lower topsails & foresail        |
| 3   | "      | "            | "                 | "     | "        | "           | "         | "               | "                 | 2 am handed foresail, continued      |
| 4   | "      | "            | "                 | "     | "        | "           | "         | "               | "                 | blowing furiously with tempest       |
| 5   | "      | "            | "                 | "     | "        | "           | "         | "               | "                 | Squalls sea running up like          |
| 6   | "      | "            | "                 | "     | "        | "           | "         | "               | "                 | a wall on the bow vessel labouring   |
| 7   | "      | "            | "                 | "     | "        | "           | "         | "               | "                 | straining & rolling terribly, oil    |
| 8   | "      | "            | "                 | "     | "        | "           | "         | "               | "                 | buys over the weather side, but      |
| 9   | "      | "            | "                 | "     | "        | "           | "         | "               | "                 | unable to cope with the huge columns |
| 10  | East   | 3            | NE                | "     | 104.2/10 | 115 113 111 |           |                 |                   | of water that come along frequently  |
| 11  | "      | "            | "                 | "     | "        | "           | "         | "               | "                 | flooding decks, wind shifts NE in    |
| 12  | "      | "            | "                 | "     | "        | "           | "         | "               | "                 | a heavy rain squall & began to rain  |

BEARING & DISTANCE AT NOON

| COURSE | DISTANCE | Difference Latitude | Departure | Latitude by Account | Latitude Observed | Difference of Longitude | Longitude by Account | Longitude by Chronometer | Longitude Observed | Variation | Distance Run per Patent Log |
|--------|----------|---------------------|-----------|---------------------|-------------------|-------------------------|----------------------|--------------------------|--------------------|-----------|-----------------------------|
| SE     | 85       | 43                  | 44        | 47° 36'             | 47° 24'           | 108"                    | 124° 30'             | 125° 31'                 | 125° 31'           | 8 m       | —                           |

ON THE LOOK-OUT

| From | To |
|------|----|
| 6    | 8  |
| 8    | 10 |
| 10   | 12 |
| 12   | 2  |
| 2    | 4  |
| 4    | 6  |
| 6    | 8  |

NAME

Hoane  
Herman  
Abramson  
Lawson  
Sherlock  
Long  
Magnussen  
Jr.

LANTERNS HUNG OUT

From Sunset To Sunrise

Mate.

Master.

LOG of the *Eutrope* From Liverpool Towards Wellington

CHIEF OFFICER'S LOG.

| Hrs | Course | Distance Run | WINDS—see Formula | Force | Sail Set | Lee Way     | Barometer | Temperature Air | Temperature Water | Remarks, &c.                             |
|-----|--------|--------------|-------------------|-------|----------|-------------|-----------|-----------------|-------------------|------------------------------------------|
| 1   | SE     | 5            | NE                | 8     | 104.2/10 | 115 113 111 |           |                 |                   | Friday July 12 <sup>th</sup> 1895        |
| 2   | "      | "            | "                 | "     | "        | "           | "         | "               | "                 | This day begins with moderating gale     |
| 3   | "      | "            | "                 | "     | "        | "           | "         | "               | "                 | at full topsails, horses, but on account |
| 4   | "      | "            | "                 | "     | "        | "           | "         | "               | "                 | of head sea unable to make much          |
| 5   | "      | "            | "                 | "     | "        | "           | "         | "               | "                 | distance, vessel plunging violently.     |
| 6   | "      | "            | "                 | "     | "        | "           | "         | "               | "                 | People variously employed,               |
| 7   | "      | "            | "                 | "     | "        | "           | "         | "               | "                 | Carpenter at his trade,                  |
| 8   | "      | "            | "                 | "     | "        | "           | "         | "               | "                 | Strong breeze sea going down             |
| 9   | "      | "            | "                 | "     | "        | "           | "         | "               | "                 | Set top gallant sail & mizzen,           |
| 10  | "      | "            | "                 | "     | "        | "           | "         | "               | "                 | wind hauling out North by                |
| 11  | "      | "            | "                 | "     | "        | "           | "         | "               | "                 | 113 111 SE                               |
| 12  | "      | "            | "                 | "     | "        | "           | "         | "               | "                 | Set all sail. fresh breeze sky clear     |
| 1   | SE     | 4            | NE                | "     | 104.2/10 | 115 113 111 |           |                 |                   | wind hauling out to the NE. Sky          |
| 2   | "      | "            | "                 | "     | "        | "           | "         | "               | "                 | becoming clouded, every indication       |
| 3   | "      | "            | "                 | "     | "        | "           | "         | "               | "                 | of another blow, barometer rapidly       |
| 4   | "      | "            | "                 | "     | "        | "           | "         | "               | "                 | falling.                                 |
| 5   | "      | "            | "                 | "     | "        | "           | "         | "               | "                 | Providence handed Small Sail             |
| 6   | "      | "            | "                 | "     | "        | "           | "         | "               | "                 | All lights lookouts pumps &              |
| 7   | "      | "            | "                 | "     | "        | "           | "         | "               | "                 | Ventilators & studds attended to.        |

BEARING & DISTANCE AT NOON

| COURSE | DISTANCE | Difference Latitude | Departure | Latitude by Account | Latitude Observed | Difference of Longitude | Longitude by Account | Longitude by Chronometer | Longitude Observed | Variation | Distance Run per Patent Log |
|--------|----------|---------------------|-----------|---------------------|-------------------|-------------------------|----------------------|--------------------------|--------------------|-----------|-----------------------------|
| SE     | 159      | 2                   | 154       | 47° 36'             | 47° 24'           | 919"                    | 129° 19'             | 129° 10'                 | 129° 10'           | 8 m       | —                           |

ON THE LOOK-OUT

| From | To |
|------|----|
| 6    | 8  |
| 8    | 10 |
| 10   | 12 |
| 12   | 2  |
| 2    | 4  |
| 4    | 6  |
| 6    | 8  |

NAME

Herman  
Hoane  
Sherlock  
Long  
Abramson  
Lawson  
Poffok  
Arid

LANTERNS HUNG OUT

From Sunset To Sunrise

Mate.

Master.



CHIEF OFFICER'S LOG.

| Hrs | Course | Distance Run<br>Knots<br>Fathoms | WINDS—see Formula<br>Direction Force | Sail Set | Lee Way | Remarks, &c.                                                                                                                                               |
|-----|--------|----------------------------------|--------------------------------------|----------|---------|------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 1   | Kept   | 4                                | WSW 4                                |          |         | Monday July 15 <sup>th</sup> 1895<br>This day begins with strong breeze from WSW, chop & sea moderate, occasional hail squalls, barometer slowly going up. |
| 2   |        | 4                                |                                      |          |         |                                                                                                                                                            |
| 3   |        | 4                                |                                      |          |         |                                                                                                                                                            |
| 4   |        | 4                                |                                      |          |         |                                                                                                                                                            |
| 5   |        | 4                                |                                      |          |         |                                                                                                                                                            |
| 6   |        | 4                                |                                      |          |         |                                                                                                                                                            |
| 7   |        | 4                                |                                      |          |         |                                                                                                                                                            |
| 8   |        | 4                                |                                      |          |         |                                                                                                                                                            |
| 9   |        | 6                                |                                      |          |         |                                                                                                                                                            |
| 10  |        | 6                                |                                      |          |         |                                                                                                                                                            |
| 11  |        | 6                                |                                      |          |         |                                                                                                                                                            |
| 12  |        | 6                                |                                      |          |         |                                                                                                                                                            |
| 1   | Kept   | 6                                | West 6                               |          |         | 13 12 30 fresh breeze veering westerly sky becoming clouded over & slightly overcast sea continues moderate, swell from the WNW.                           |
| 2   |        | 6                                |                                      |          |         |                                                                                                                                                            |
| 3   |        | 6                                |                                      |          |         |                                                                                                                                                            |
| 4   |        | 6                                |                                      |          |         |                                                                                                                                                            |
| 5   |        | 4                                | WNW 4                                |          |         | Dr. Royal. A. B. off duty with bad finger.                                                                                                                 |
| 6   |        | 4                                |                                      |          |         | Wind gradually drawing out into NW, sky heavy & overcast.                                                                                                  |
| 7   |        | 4                                |                                      |          |         | Small drizzle rain & breeze gradually freshening.                                                                                                          |
| 8   |        | 4                                |                                      |          |         |                                                                                                                                                            |
| 9   |        | 4                                |                                      |          |         |                                                                                                                                                            |
| 10  |        | 4                                |                                      |          |         |                                                                                                                                                            |
| 11  |        | 4                                |                                      |          |         |                                                                                                                                                            |
| 12  |        | 4                                |                                      |          |         |                                                                                                                                                            |

BEARING & DISTANCE AT NOON

| COURSE  | DISTANCE | Difference Latitude | Departure | Latitude by Account | Latitude Observed | Difference of Longitude | Longitude by Account | Longitude by Chronometer | Longitude Observed | Variation Error | Distance Run per Patent Log |
|---------|----------|---------------------|-----------|---------------------|-------------------|-------------------------|----------------------|--------------------------|--------------------|-----------------|-----------------------------|
| N 70° E | 160      | 55                  | 150       | 46° 08'             | —                 | 2° 16'                  | 137° 11'             | 137° 11'                 | 137° 11'           | 20 E            | —                           |

ON THE LOOK-OUT

| From | To |
|------|----|
| 5    | 8  |
| 8    | 10 |
| 10   | 12 |
| 12   | 2  |
| 2    | 4  |
| 4    | 6  |
| 6    | 8  |

C Richmond

Mate.

LANTERNS HUNG OUT

| From   | To      |
|--------|---------|
| Sunset | Sunrise |

Master.

CHIEF OFFICER'S LOG.

| Hrs | Course | Distance Run<br>Knots<br>Fathoms | WINDS—see Formula<br>Direction Force | Sail Set | Lee Way | Remarks, &c.                                                                                                                                                                             |
|-----|--------|----------------------------------|--------------------------------------|----------|---------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 1   | Kept   | 10                               | NW 4                                 |          |         | Tuesday July 16 <sup>th</sup> 1895.<br>This day begins with a moderate gale from NW, cloudy & fine sea moderate, clouds from the WNW. everything set with the exception of small canvas. |
| 2   |        | 10                               |                                      |          |         |                                                                                                                                                                                          |
| 3   |        | 10                               |                                      |          |         |                                                                                                                                                                                          |
| 4   |        | 10                               |                                      |          |         |                                                                                                                                                                                          |
| 5   |        | 10                               |                                      |          |         |                                                                                                                                                                                          |
| 9   |        | 10                               |                                      |          |         |                                                                                                                                                                                          |
| 7   |        | 10                               |                                      |          |         |                                                                                                                                                                                          |
| 8   |        | 10                               |                                      |          |         |                                                                                                                                                                                          |
| 9   |        | 10                               |                                      |          |         |                                                                                                                                                                                          |
| 10  |        | 10                               |                                      |          |         |                                                                                                                                                                                          |
| 11  |        | 10                               |                                      |          |         |                                                                                                                                                                                          |
| 12  |        | 10                               |                                      |          |         |                                                                                                                                                                                          |
| 1   | Kept   | 10                               | NW 4                                 |          |         | Continued moderate NW gale clear & cloudy alternately, gusty at times, westerly swell, sea keeping moderate, small showers at times.                                                     |
| 2   |        | 10                               |                                      |          |         |                                                                                                                                                                                          |
| 3   |        | 10                               |                                      |          |         |                                                                                                                                                                                          |
| 4   |        | 10                               |                                      |          |         |                                                                                                                                                                                          |
| 5   |        | 10                               |                                      |          |         |                                                                                                                                                                                          |
| 9   |        | 10                               |                                      |          |         |                                                                                                                                                                                          |
| 7   |        | 10                               |                                      |          |         |                                                                                                                                                                                          |
| 8   |        | 10                               |                                      |          |         |                                                                                                                                                                                          |
| 9   |        | 10                               |                                      |          |         |                                                                                                                                                                                          |
| 10  |        | 10                               |                                      |          |         |                                                                                                                                                                                          |
| 11  |        | 10                               |                                      |          |         |                                                                                                                                                                                          |
| 12  |        | 10                               |                                      |          |         |                                                                                                                                                                                          |

BEARING & DISTANCE AT NOON

| COURSE  | DISTANCE | Difference Latitude | Departure | Latitude by Account | Latitude Observed | Difference of Longitude | Longitude by Account | Longitude by Chronometer | Longitude Observed | Variation Error | Distance Run per Patent Log |
|---------|----------|---------------------|-----------|---------------------|-------------------|-------------------------|----------------------|--------------------------|--------------------|-----------------|-----------------------------|
| N 70° E | 244      | 60                  | 240       | 45° 08'             | 45° 08'           | 34° 0'                  | 147° 51'             | 147° 50'                 | 147° 50'           | 15° E           | —                           |

ON THE LOOK-OUT

| From | To |
|------|----|
| 5    | 8  |
| 8    | 10 |
| 10   | 12 |
| 12   | 2  |
| 2    | 4  |
| 4    | 6  |
| 6    | 8  |

C Richmond

Mate.

LANTERNS HUNG OUT

| From   | To      |
|--------|---------|
| Sunset | Sunrise |

Master.

CHIEF OFFICER'S LOG.

| Hrs | Course | Dist. Run | WINDS—see Formula | Force | Sail Set | Lee Way | Barometer | Temperature Air | Temperature Water | Direction | REMARKS, &c.                                             |
|-----|--------|-----------|-------------------|-------|----------|---------|-----------|-----------------|-------------------|-----------|----------------------------------------------------------|
| 1   | ENE    | 4         | NNW               | 8     |          |         | 29.4      | 14.1            |                   |           | Wednesday July 17 1895                                   |
| 2   |        | 4         |                   |       |          |         |           |                 |                   |           | This day begins with strong breeze from NWN clear cloudy |
| 3   |        | 4         |                   |       |          |         |           |                 |                   |           | abundantly sea moderate, Westward                        |
| 4   |        | 4         |                   |       |          |         |           |                 |                   |           | Small continuing cloud from NW                           |
| 5   |        | 4         |                   |       |          |         | 29.4      |                 |                   |           |                                                          |
| 6   |        | 4         |                   |       |          |         |           |                 |                   |           | People variously employed.                               |
| 7   |        | 8         |                   |       |          |         |           |                 |                   |           | Carpenter at his trade.                                  |
| 8   |        | 8         |                   |       |          |         |           |                 |                   |           | Two of crew sailmaking                                   |
| 9   |        | 8         |                   |       |          |         | 29.4      |                 |                   |           |                                                          |
| 10  |        | 8         |                   |       |          |         |           |                 |                   |           |                                                          |
| 11  |        | 8         |                   |       |          |         |           |                 |                   |           |                                                          |
| 12  |        | 8         |                   |       |          |         |           |                 |                   |           |                                                          |
| 1   | ENE    | 7         | Norh              | 6     |          |         | 29.4      |                 |                   |           | Wind gradually moderating                                |
| 2   |        | 7         |                   |       |          |         |           |                 |                   |           | Shauling Northerly sky clear                             |
| 3   |        | 7         |                   |       |          |         |           |                 |                   |           | weather fine, cumulus clouds from NW.                    |
| 4   |        | 7         |                   |       |          |         |           |                 |                   |           |                                                          |
| 5   |        | 7         |                   |       |          |         |           |                 |                   |           | D. Royal, A.B., off duty.                                |
| 6   |        | 7         |                   |       |          |         |           |                 |                   |           |                                                          |
| 7   |        | 7         |                   |       |          |         |           |                 |                   |           |                                                          |
| 8   |        | 7         |                   |       |          |         |           |                 |                   |           |                                                          |
| 9   |        | 7         |                   |       |          |         |           |                 |                   |           | All light lookouts pump                                  |
| 10  |        | 7         |                   |       |          |         |           |                 |                   |           | & Ventilator & trunks attended to.                       |
| 11  |        | 7         |                   |       |          |         |           |                 |                   |           |                                                          |
| 12  |        | 7         |                   |       |          |         |           |                 |                   |           | Wind hauling to the East of North                        |

BEARING & DISTANCE AT NOON

| COURSE | DISTANCE | Difference Latitude | Departure | Latitude by Account | Latitude Observed | Difference of Longitude | Longitude by Account | Longitude by Chronometer | Longitude Observed | Variation | Distance Run per Patent Log |
|--------|----------|---------------------|-----------|---------------------|-------------------|-------------------------|----------------------|--------------------------|--------------------|-----------|-----------------------------|
| ENE    | 196      | 30' N               | 194       | 44° 38'             | 44° 34'           | 3 1/2'                  | 147° 26'             | 147° 26'                 | 147° 26'           | 11' E     |                             |

ON THE LOOK-OUT

| From | To | NAME     | From   | To      | LANTERNS HUNG OUT |
|------|----|----------|--------|---------|-------------------|
| 6    | 8  | Abramson | Sunset | Sunrise |                   |
| 8    | 10 | Norman   |        |         |                   |
| 10   | 12 | Lawson   |        |         |                   |
| 12   | 2  | Maynard  |        |         |                   |
| 2    | 4  | Shellock |        |         |                   |
| 4    | 6  | Long     |        |         |                   |
| 6    | 8  | Stoness  |        |         |                   |

J. Richmond

Mate.

Master.

CHIEF OFFICER'S LOG.

| Hrs | Course | Dist. Run | WINDS—see Formula | Force | Sail Set | Lee Way | Barometer | Temperature Air | Temperature Water | Direction | REMARKS, &c.                                                      |
|-----|--------|-----------|-------------------|-------|----------|---------|-----------|-----------------|-------------------|-----------|-------------------------------------------------------------------|
| 1   | ENE    | 7         | NE                | 6     |          |         | 29.4      | 14.1            |                   |           | Thursday July 18 1895                                             |
| 2   |        | 7         |                   |       |          |         |           |                 |                   |           | Friday begins with fresh breeze from NE, clear, very fine, vessel |
| 3   |        | 7         |                   |       |          |         |           |                 |                   |           | braves sharp up on Port back.                                     |
| 4   |        | 7         |                   |       |          |         |           |                 |                   |           | clouds from NE, wind gradually                                    |
| 5   |        | 6         |                   |       |          |         |           |                 |                   |           | lessening                                                         |
| 9   |        | 6         |                   |       |          |         |           |                 |                   |           | People variously employed.                                        |
| 7   |        | 6         |                   |       |          |         |           |                 |                   |           | overhauling cargo gear etc.                                       |
| 8   |        | 6         |                   |       |          |         |           |                 |                   |           | Carpenter at his trade                                            |
| 9   |        | 5         |                   |       |          |         |           |                 |                   |           | Two of crew sailmaking                                            |
| 10  |        | 5         |                   |       |          |         |           |                 |                   |           |                                                                   |
| 11  |        | 5         |                   |       |          |         |           |                 |                   |           |                                                                   |
| 12  |        | 5         |                   |       |          |         |           |                 |                   |           |                                                                   |
| 1   | ENE    | 5         | NE                | 5     |          |         | 29.4      | 14.1            |                   |           | Moderate breeze & clear fine                                      |
| 2   |        | 5         |                   |       |          |         |           |                 |                   |           | weather, sea moderate, swell                                      |
| 3   |        | 5         |                   |       |          |         |           |                 |                   |           | from the Westward, light cum                                      |
| 4   |        | 5         |                   |       |          |         |           |                 |                   |           | from the NE.                                                      |
| 5   |        | 4         |                   |       |          |         |           |                 |                   |           | D. Royal, A.B., off duty.                                         |
| 9   |        | 4         |                   |       |          |         |           |                 |                   |           |                                                                   |
| 7   |        | 4         |                   |       |          |         |           |                 |                   |           |                                                                   |
| 8   |        | 4         |                   |       |          |         |           |                 |                   |           |                                                                   |
| 9   |        | 4         |                   |       |          |         |           |                 |                   |           | All light lookouts pump                                           |
| 10  |        | 4         |                   |       |          |         |           |                 |                   |           | & Ventilator & trunks attended to.                                |
| 11  |        | 4         |                   |       |          |         |           |                 |                   |           |                                                                   |
| 12  |        | 4         |                   |       |          |         |           |                 |                   |           |                                                                   |

BEARING & DISTANCE AT NOON

| COURSE | DISTANCE | Difference Latitude | Departure | Latitude by Account | Latitude Observed | Difference of Longitude | Longitude by Account | Longitude by Chronometer | Longitude Observed | Variation | Distance Run per Patent Log |
|--------|----------|---------------------|-----------|---------------------|-------------------|-------------------------|----------------------|--------------------------|--------------------|-----------|-----------------------------|
| ENE    | 125      | 55' N               | 115       | 45° 34'             | 45° 34'           | 15 1/2'                 | 150° 00'             | 150° 00'                 | 150° 00'           | 16' E     |                             |

ON THE LOOK-OUT

| From | To | NAME     | From   | To      | LANTERNS HUNG OUT |
|------|----|----------|--------|---------|-------------------|
| 6    | 8  | Abramson | Sunset | Sunrise |                   |
| 8    | 10 | Norman   |        |         |                   |
| 10   | 12 | Shellock |        |         |                   |
| 12   | 2  | Long     |        |         |                   |
| 2    | 4  | Lawson   |        |         |                   |
| 4    | 6  | Maynard  |        |         |                   |
| 6    | 8  | Blair    |        |         |                   |
| 8    | 10 | Riot     |        |         |                   |

Mate.

Master.

## CHIEF OFFICER'S LOG.

| Hrs | Star   | Distance Run | WINDS—see Formula | REMARKS, &c.                                                  |
|-----|--------|--------------|-------------------|---------------------------------------------------------------|
|     | Course | Knots        | Direction         |                                                               |
| 1   | East   | 6            | NE                | Friday July 19 <sup>th</sup> 1895                             |
| 2   |        | 6            |                   | This day begins with increasing breeze from NE sky very clear |
| 3   |        | 6            |                   | Transferred in appearance, sea moderate, NE swell, light air  |
| 4   |        | 6            |                   | morning slowly overcast from the East.                        |
| 5   |        | 6            |                   |                                                               |
| 6   |        | 6            |                   |                                                               |
| 7   |        | 7            |                   | People variously employed                                     |
| 8   |        | 7            |                   | Carpenter at his trade                                        |
| 9   |        | 7            |                   | Two of crew sail making                                       |
| 10  |        | 7            |                   |                                                               |
| 11  |        | 7            |                   |                                                               |
| 12  | East   | 7            | NE                | Royal A.B., off duty.                                         |
| 1   |        | 7            |                   | Break NE wind clear fine                                      |
| 2   |        | 7            |                   | vessel sharp up on Port tack                                  |
| 3   |        | 7            |                   | Standing to the South 18°                                     |
| 4   |        | 7            |                   | Heavy bank rising & falling to the Westward, barometer steady |
| 5   |        | 8            |                   | weather fine, sea moderate                                    |
| 6   |        | 8            |                   |                                                               |
| 7   |        | 8            |                   |                                                               |
| 8   |        | 8            |                   |                                                               |
| 9   |        | 7            |                   | All lights look out pumps                                     |
| 10  |        | 7            |                   | Ventilator strictly attended to                               |
| 11  |        | 6            |                   |                                                               |
| 12  |        | 6            |                   |                                                               |

## BEARING &amp; DISTANCE AT NOON

| COURSE  | DISTANCE | Difference Latitude | Departure | Latitude by Account | Latitude Observed | Difference of Longitude | Longitude by Account | Longitude by Chronometer | Longitude Observed | Variation | Distance Run per Patent Log |
|---------|----------|---------------------|-----------|---------------------|-------------------|-------------------------|----------------------|--------------------------|--------------------|-----------|-----------------------------|
| S 70° E | 166      | 55'                 | 156'      | 16° 58'             | 16° 39'           | 19° 19'                 | 153° 45'             | 153° 46'                 | 153° 46'           | 19° E     | —                           |

## ON THE LOOK-OUT

| From | To | NAME     | From   | To      | NAME |
|------|----|----------|--------|---------|------|
| 6    | 8  | Abramson | Sunset | Sunrise |      |
| 8    | 10 | Herman   |        |         |      |
| 10   | 12 | Larson   |        |         |      |
| 12   | 2  | Maynard  |        |         |      |
| 2    | 4  | Shellock |        |         |      |
| 4    | 6  | Long     |        |         |      |
| 6    | 8  | Sloan    |        |         |      |

O Richmond

Mate.

Master.

## CHIEF OFFICER'S LOG.

| Hrs | Star   | Distance Run | WINDS—see Formula | REMARKS, &c.                                                                                                                         |
|-----|--------|--------------|-------------------|--------------------------------------------------------------------------------------------------------------------------------------|
|     | Course | Knots        | Direction         |                                                                                                                                      |
| 1   | East   | 6            | NE                | Saturday July 20 <sup>th</sup> 1895                                                                                                  |
| 2   |        | 6            |                   | This day begins with decreasing breeze but drawing more easterly. Sky becoming clouded & overcast. Sea moderate. NE swell continuing |
| 3   |        | 6            |                   |                                                                                                                                      |
| 4   |        | 6            |                   |                                                                                                                                      |
| 5   | East   | 5            | ENE               | People variously employed                                                                                                            |
| 6   |        | 5            |                   | Carpenter oiled down aloft, also skimming grass, donkey worked 12 1/2 hrs of crew sail making                                        |
| 7   |        | 5            |                   |                                                                                                                                      |
| 8   |        | 5            |                   | Royal A.B., still off duty.                                                                                                          |
| 9   |        | 5            |                   |                                                                                                                                      |
| 10  |        | 5            |                   |                                                                                                                                      |
| 11  |        | 5            |                   |                                                                                                                                      |
| 12  |        | 5            |                   |                                                                                                                                      |
| 1   | East   | 4            | ENE               | Moderate & light Easterly                                                                                                            |
| 2   |        | 4            |                   | wind vessel sharp up on Port                                                                                                         |
| 3   |        | 4            |                   | tack. Sky clouded & overcast                                                                                                         |
| 4   |        | 4            |                   | Small drizzle rain at times                                                                                                          |
| 5   |        | 4            |                   | barometer steady, no indication of a favorable wind at present.                                                                      |
| 6   |        | 4            |                   |                                                                                                                                      |
| 7   |        | 4            |                   |                                                                                                                                      |
| 8   |        | 4            |                   | Deck scrubbed & washed down all                                                                                                      |
| 9   |        | 3            |                   | berth fore & aft thoroughly cleared                                                                                                  |
| 10  |        | 3            |                   |                                                                                                                                      |
| 11  |        | 3            |                   | All lights look out pumps &                                                                                                          |
| 12  |        | 3            |                   | Ventilator strictly attended to                                                                                                      |

## BEARING &amp; DISTANCE AT NOON

| COURSE | DISTANCE | Difference Latitude | Departure | Latitude by Account | Latitude Observed | Difference of Longitude | Longitude by Account | Longitude by Chronometer | Longitude Observed | Variation | Distance Run per Patent Log |
|--------|----------|---------------------|-----------|---------------------|-------------------|-------------------------|----------------------|--------------------------|--------------------|-----------|-----------------------------|
| SE     | 110      | 53'                 | 71'       | 45° 01'             | —                 | 10° 7'                  | 155° 37'             | 155° 37'                 | 155° 37'           | 18° E     | —                           |

## ON THE LOOK-OUT

| From | To | NAME     | From   | To      | NAME |
|------|----|----------|--------|---------|------|
| 6    | 8  | Abramson | Sunset | Sunrise |      |
| 8    | 10 | Shellock |        |         |      |
| 10   | 12 | Long     |        |         |      |
| 12   | 2  | Larson   |        |         |      |
| 2    | 4  | Maynard  |        |         |      |
| 4    | 6  | Shellock |        |         |      |
| 6    | 8  | Krid     |        |         |      |

O Richmond

Mate.

Master.

## CHIEF OFFICER'S LOG.

| Hrs | Course | Distance Run.<br>Knots | WINDS—see Formula.<br>Direction Force | Sail Set | Lee Way | Barometer<br>Temperature Air | Temperature Water | Remarks, &c.                         |
|-----|--------|------------------------|---------------------------------------|----------|---------|------------------------------|-------------------|--------------------------------------|
| 1   | East   | 4                      | W 4                                   |          |         |                              |                   | Sunday July 21 <sup>st</sup> 1895    |
| 2   |        | 4                      |                                       |          |         |                              |                   | This day begins with moderate        |
| 3   |        | 4                      |                                       |          |         |                              |                   | W to E winds cloudy & clear          |
| 4   |        | 4                      |                                       |          |         |                              |                   | alternately, nasty swell from        |
| 5   |        | 4                      |                                       |          |         |                              |                   | W, clouds from W. no sign            |
| 6   |        | 4                      |                                       |          |         |                              |                   | at present of a favorable wind       |
| 7   |        | 4                      |                                       |          |         |                              |                   |                                      |
| 8   |        | 4                      |                                       |          |         |                              |                   | Sunday respected.                    |
| 9   |        | 4                      |                                       |          |         |                              |                   |                                      |
| 10  |        | 4                      |                                       |          |         |                              |                   |                                      |
| 11  |        | 4                      |                                       |          |         |                              |                   |                                      |
| 12  |        | 4                      |                                       |          |         |                              |                   |                                      |
| 1   | East   | 5                      | W 4.5                                 |          |         |                              |                   | continued baffling N to E            |
| 2   |        | 5                      |                                       |          |         |                              |                   | continued swell from the same        |
| 3   |        | 5                      |                                       |          |         |                              |                   | direction, sky alternately           |
| 4   |        | 5                      |                                       |          |         |                              |                   | clear & cloudy.                      |
| 5   |        | 5                      |                                       |          |         |                              |                   | Royal A.S. still off duty. Captain   |
| 6   |        | 5                      |                                       |          |         |                              |                   | attempts to him, (Poisson's finger). |
| 7   | East   | 5                      |                                       |          |         |                              |                   |                                      |
| 8   |        | 5                      |                                       |          |         |                              |                   | All light lookouts pumps             |
| 9   |        | 5                      |                                       |          |         |                              |                   | & Ventilators strictly attended      |
| 10  |        | 5                      |                                       |          |         |                              |                   | ed to.                               |
| 11  |        | 5                      |                                       |          |         |                              |                   |                                      |
| 12  |        | 5                      |                                       |          |         |                              |                   |                                      |

## BEARING &amp; DISTANCE AT NOON

| COURSE | DISTANCE | Difference<br>Latitude | Departure | Latitude by<br>Account | Latitude<br>Observed | Difference of<br>Longitude | Longitude by<br>Account | Longitude by<br>Chronometer | Longitude<br>Observed | Variation | Distance Run<br>per Patent Log |
|--------|----------|------------------------|-----------|------------------------|----------------------|----------------------------|-------------------------|-----------------------------|-----------------------|-----------|--------------------------------|
| 67E    | 114.     | 54'                    | 101       | 48°53'                 | 48°54'               | 181'                       | 158°03'                 | 158°05'                     | 158°05'               | 18°E      |                                |

## ON THE LOOK-OUT

| From        | To | NAME     | LANTERNS HUNG OUT      |
|-------------|----|----------|------------------------|
| 8           | 10 | Lawson   | From Sunset To Sunrise |
| 10          | 12 | Shellock |                        |
| 12          | 2  | Maynard  |                        |
| 2           | 4  | Phis.    |                        |
| 4           | 6  | Long     |                        |
| 6           | 8  | Shellock |                        |
|             |    | Sloane   |                        |
|             |    | Abramson |                        |
| V. Richmond |    | Mate.    | Master.                |

## CHIEF OFFICER'S LOG.

| Hrs | Course | Distance Run.<br>Knots | WINDS—see Formula.<br>Direction Force | Sail Set | Lee Way | Barometer<br>Temperature Air | Temperature Water | Remarks, &c.                              |
|-----|--------|------------------------|---------------------------------------|----------|---------|------------------------------|-------------------|-------------------------------------------|
| 1   | East   | 4                      | W 4                                   |          |         |                              |                   | Monday July 22 <sup>nd</sup> 1895         |
| 2   |        | 4                      |                                       |          |         |                              |                   | This day begins with moderate breeze      |
| 3   |        | 4                      |                                       |          |         |                              |                   | baffling & unsteady in direction & force, |
| 4   |        | 4                      |                                       |          |         |                              |                   | sky clear, sea moderate weather           |
| 5   |        | 4                      |                                       |          |         |                              |                   | fine.                                     |
| 9   |        | 4                      |                                       |          |         |                              |                   | People variously employed, fitting        |
| 7   |        | 4                      |                                       |          |         |                              |                   | blocks for topsail buntline & trum.       |
| 8   |        | 4                      |                                       |          |         |                              |                   | Carpenter at his trade                    |
| 9   |        | 4                      |                                       |          |         |                              |                   | Two of crew sailmaking                    |
| 10  |        | 4                      |                                       |          |         |                              |                   |                                           |
| 11  |        | 4                      |                                       |          |         |                              |                   |                                           |
| 12  |        | 4                      |                                       |          |         |                              |                   |                                           |
| 1   | East   | 4                      | W 4                                   |          |         |                              |                   | Continued moderate to light               |
| 2   |        | 4                      |                                       |          |         |                              |                   | W to E breeze clear & fine                |
| 3   |        | 4                      |                                       |          |         |                              |                   | W swell, no indication of                 |
| 4   |        | 4                      |                                       |          |         |                              |                   | a change in our favor as yet.             |
| 5   |        | 4                      |                                       |          |         |                              |                   |                                           |
| 9   |        | 4                      |                                       |          |         |                              |                   |                                           |
| 7   |        | 4                      |                                       |          |         |                              |                   | All light lookouts pumps                  |
| 8   |        | 4                      |                                       |          |         |                              |                   | & Ventilators strictly attended to.       |
| 9   |        | 4                      |                                       |          |         |                              |                   |                                           |
| 10  |        | 4                      |                                       |          |         |                              |                   |                                           |
| 11  |        | 4                      |                                       |          |         |                              |                   |                                           |
| 12  |        | 4                      |                                       |          |         |                              |                   |                                           |

## BEARING &amp; DISTANCE AT NOON

| COURSE | DISTANCE | Difference<br>Latitude | Departure | Latitude by<br>Account | Latitude<br>Observed | Difference of<br>Longitude | Longitude by<br>Account | Longitude by<br>Chronometer | Longitude<br>Observed | Variation | Distance Run<br>per Patent Log |
|--------|----------|------------------------|-----------|------------------------|----------------------|----------------------------|-------------------------|-----------------------------|-----------------------|-----------|--------------------------------|
| 68E    | 105.     | 110'                   | 94        | 49°53'                 | 49°51'               | 148'                       | 160°31'                 | 160°39'                     | 161°39'               | 20°E      |                                |

## ON THE LOOK-OUT

| From        | To | NAME     | LANTERNS HUNG OUT      |
|-------------|----|----------|------------------------|
| 5           | 6  | Shellock | From Sunset To Sunrise |
| 6           | 8  | Lawson   |                        |
| 8           | 10 | Long     |                        |
| 10          | 12 | Pollok   |                        |
| 12          | 2  | Maynard  |                        |
| 2           | 4  | Phis.    |                        |
| 4           | 6  | Shellock |                        |
| 6           | 8  | Johnston |                        |
| V. Richmond |    | Mate.    | Master.                |

CHIEF OFFICER'S LOG.

| Hrs | Course | Dist. Run. | WINDS—see Formula | Force | Sail Set | Log Way | Remarks, &c.                           |
|-----|--------|------------|-------------------|-------|----------|---------|----------------------------------------|
|     |        | Knots      | Direction         |       |          |         |                                        |
| 1   | Ex N   | 1          | NE                | 3.5   |          |         | Tuesday July 23 <sup>d</sup> 1895.     |
| 2   |        | 1          |                   |       |          |         | This day begins with light N.W.        |
| 3   |        | 1          |                   |       |          |         | winds, buffing & unsteady in both      |
| 4   |        | 1          |                   |       |          |         | force & direction, sky clear & weather |
| 5   |        | 1          |                   |       |          |         | extremely fine, families clouds from   |
| 6   |        | 1          |                   |       |          |         | the West. also slight swell from       |
| 7   |        | 1          |                   |       |          |         | the S.W.                               |
| 8   |        | 1          |                   |       |          |         | People variously employed              |
| 9   |        | 1          |                   |       |          |         | Reel cable on anchors.                 |
| 10  |        | 1          |                   |       |          |         | Carpenter at his trade.                |
| 11  |        | 1          |                   |       |          |         | Two of crew sail making.               |
| 12  |        | 1          |                   |       |          |         |                                        |
| 1   | Ex N   | 3          | NE                | 3.    |          |         | Wind continuing light & unsteady       |
| 2   |        | 3          |                   |       |          |         | clouds, upper strata from the West.    |
| 3   |        | 3          |                   |       |          |         | bank of cloud making up on             |
| 4   |        | 3          |                   |       |          |         | the S.W. every indication of           |
| 5   |        | 3          |                   |       |          |         | a favorable change.                    |
| 6   |        | 3          |                   |       |          |         |                                        |
| 7   |        | 3          |                   |       |          |         |                                        |
| 8   |        | 3          |                   |       |          |         | All light lookouts pumps               |
| 9   |        | 3          |                   |       |          |         | & Ventilators strictly attended to.    |
| 10  |        | 3          |                   |       |          |         |                                        |
| 11  |        | 3          |                   |       |          |         |                                        |
| 12  |        | 3          |                   |       |          |         |                                        |

BEARING & DISTANCE AT NOON

| COURSE | DISTANCE | Difference Latitude | Departure | Latitude by Account | Latitude Observed | Difference of Longitude | Longitude by Account | Longitude by Chronometer | Variation | Distance Run per Patent Log |
|--------|----------|---------------------|-----------|---------------------|-------------------|-------------------------|----------------------|--------------------------|-----------|-----------------------------|
| 84° E  | 84       | 14'                 | 85'       | 49° 50'             | 49° 50'           | 13 11                   | 167° 11'             | 162° 39'                 | 169° 39'  | 19 E                        |

ON THE LOOK-OUT

| From         | To | NAME     | From   | To      | NAME    |
|--------------|----|----------|--------|---------|---------|
| 5            | 8  | Lazerson | Sunset | Sunrise |         |
| 8            | 10 | Shirlock |        |         |         |
| 10           | 12 | Maynard  |        |         |         |
| 12           | 2  | Long     |        |         |         |
| 2            | 4  | Pollock  |        |         |         |
| 4            | 6  | Sloane   |        |         |         |
| 6            | 7  | Ubramson |        |         |         |
| V. Richmond. |    | Male.    |        |         | Master. |

CHIEF OFFICER'S LOG.

| Hrs | Course | Dist. Run. | WINDS—see Formula | Force | Sail Set | Log Way | Remarks, &c.                           |
|-----|--------|------------|-------------------|-------|----------|---------|----------------------------------------|
|     |        | Knots      | Direction         |       |          |         |                                        |
| 1   | Ex N   | 3          | N                 | 3     |          |         | Wednesday July 24 <sup>th</sup> 1896   |
| 2   |        | 3          |                   |       |          |         | This day begins with light wind        |
| 3   |        | 1          |                   |       |          |         | drawing northerly, sky clear & weather |
| 4   |        | 1          |                   |       |          |         | fine, cir-cumulus from the W.          |
| 5   | NE     | 5          | NE                | 4     |          |         | People variously employed              |
| 9   |        | 5          |                   |       |          |         | Carpenter at his trade.                |
| 7   |        | 5          |                   |       |          |         | Two of crew sail making.               |
| 8   |        | 5          |                   |       |          |         |                                        |
| 9   | NE     | 5          | WNW               | 4     |          |         |                                        |
| 10  |        | 5          |                   |       |          |         |                                        |
| 11  |        | 5          |                   |       |          |         |                                        |
| 12  |        | 5          |                   |       |          |         |                                        |
| 1   | NE     | 6          | West              | 5.5   |          |         | Mid wind gradually freshening          |
| 2   |        | 6          |                   |       |          |         | lowering westerly, sky continued       |
| 3   |        | 6          |                   |       |          |         | clear & fine, cum from W.              |
| 4   | NE     | 7          |                   |       |          |         | Sea moderate.                          |
| 5   |        | 7          |                   |       |          |         |                                        |
| 9   |        | 7          |                   |       |          |         |                                        |
| 7   |        | 7          | WSW               | 5.5   |          |         | All light lookouts pumps               |
| 8   |        | 7          |                   |       |          |         | & Ventilators strictly attended to.    |
| 9   | NE     | 7          |                   |       |          |         |                                        |
| 10  |        | 7          |                   |       |          |         |                                        |
| 11  |        | 7          |                   |       |          |         |                                        |
| 12  |        | 7          |                   |       |          |         |                                        |

BEARING & DISTANCE AT NOON

| COURSE | DISTANCE | Difference Latitude | Departure | Latitude by Account | Latitude Observed | Difference of Longitude | Longitude by Account | Longitude by Chronometer | Variation | Distance Run per Patent Log |
|--------|----------|---------------------|-----------|---------------------|-------------------|-------------------------|----------------------|--------------------------|-----------|-----------------------------|
| 69° E  | 135      | 67'                 | 170'      | 48° 46'             | 48° 47'           | 18 3                    | 165° 38'             | 165° 37'                 | 165° 37'  | 16 E                        |

ON THE LOOK-OUT

| From        | To | NAME     | From   | To      | NAME    |
|-------------|----|----------|--------|---------|---------|
| 5           | 8  | Shirlock | Sunset | Sunrise |         |
| 8           | 10 | Lazerson |        |         |         |
| 10          | 12 | Long     |        |         |         |
| 12          | 2  | Pollock  |        |         |         |
| 2           | 4  | Maynard  |        |         |         |
| 4           | 6  | Sloane   |        |         |         |
| 6           | 7  | Johnson  |        |         |         |
| V. Richmond |    | Male.    |        |         | Master. |

CHIEF OFFICER'S LOG.

| Hrs | Course | Distance Run | WINDS—see Formula                | Remarks, &c.                                                                         |
|-----|--------|--------------|----------------------------------|--------------------------------------------------------------------------------------|
|     |        | Knots        | Direction Force Sail Set Lee Way |                                                                                      |
| 1   | NE     | 8            | SW 8                             | Thursday July 25 <sup>th</sup> 1895.                                                 |
| 2   |        | 8            |                                  | This day begins with strong breeze from SW, clear, occasional squalls. Sea moderate. |
| 3   |        | 8            |                                  |                                                                                      |
| 4   |        | 8            |                                  | A lighted buoy 1/2 <sup>nd</sup> bearing NW distant 40 miles set patent log.         |
| 5   |        | 8            |                                  |                                                                                      |
| 6   |        | 8            |                                  |                                                                                      |
| 7   |        | 8            |                                  | People variously employed.                                                           |
| 8   |        | 8            |                                  | Carpenter at his trade                                                               |
| 9   |        | 8            |                                  | Two of crew sailmaking.                                                              |
| 10  |        | 8            |                                  |                                                                                      |
| 11  |        | 8            |                                  |                                                                                      |
| 12  |        | 8            |                                  |                                                                                      |
| 1   | NE     | 9            | SW 8.5                           | Mid-blowing moderate SW                                                              |
| 2   |        | 9            |                                  | July, squally, sea moderate                                                          |
| 3   |        | 9            |                                  | SW swell rolling up, clouds from SW.                                                 |
| 4   |        | 9            |                                  |                                                                                      |
| 5   |        | 9            |                                  |                                                                                      |
| 6   |        | 9            |                                  |                                                                                      |
| 7   |        | 9            |                                  |                                                                                      |
| 8   |        | 9            |                                  | All light lookout pump & Ventilators strictly attended to.                           |
| 9   |        | 9            |                                  |                                                                                      |
| 10  |        | 9            |                                  |                                                                                      |
| 11  |        | 9            |                                  |                                                                                      |
| 12  |        | 9            |                                  |                                                                                      |

BEARING & DISTANCE AT NOON.

| COURSE  | DISTANCE | Difference Latitude | Departure | Latitude by Account | Latitude Observed | Difference of Longitude | Longitude by Account | Longitude by Chronometer | Longitude Observed | Variation | Distance Run per Patent Log |
|---------|----------|---------------------|-----------|---------------------|-------------------|-------------------------|----------------------|--------------------------|--------------------|-----------|-----------------------------|
| NE 20W. | 86       | 18N                 | 14.31     | 47° 31'             | 47° 31'           | 250                     | 176° 17'             | 176° 17'                 | 176° 17'           | 16 E      |                             |

ON THE LOOK-OUT

| From |    | To | NAME       | LANTERNS HUNG OUT      |
|------|----|----|------------|------------------------|
| 6    | 8  |    | Lawson     | From Sunset To Sunrise |
| 8    | 10 |    | Spurlock   |                        |
| 10   | 12 |    | Magnuson   |                        |
| 12   | 2  |    | Rich       |                        |
| 2    | 4  |    | Long       |                        |
| 4    | 6  |    | Spurlock   |                        |
| 6    | 8  |    | Stoani     |                        |
| 8    | 10 |    | Abrahamson |                        |
| 10   | 12 |    |            |                        |
| 12   | 2  |    |            |                        |
| 2    | 4  |    |            |                        |
| 4    | 6  |    |            |                        |
| 6    | 8  |    |            |                        |
| 8    | 10 |    |            |                        |
| 10   | 12 |    |            |                        |
| 12   | 2  |    |            |                        |
| 2    | 4  |    |            |                        |
| 4    | 6  |    |            |                        |
| 6    | 8  |    |            |                        |
| 8    | 10 |    |            |                        |
| 10   | 12 |    |            |                        |
| 12   | 2  |    |            |                        |
| 2    | 4  |    |            |                        |
| 4    | 6  |    |            |                        |
| 6    | 8  |    |            |                        |
| 8    | 10 |    |            |                        |
| 10   | 12 |    |            |                        |
| 12   | 2  |    |            |                        |
| 2    | 4  |    |            |                        |
| 4    | 6  |    |            |                        |
| 6    | 8  |    |            |                        |
| 8    | 10 |    |            |                        |
| 10   | 12 |    |            |                        |
| 12   | 2  |    |            |                        |
| 2    | 4  |    |            |                        |
| 4    | 6  |    |            |                        |
| 6    | 8  |    |            |                        |
| 8    | 10 |    |            |                        |
| 10   | 12 |    |            |                        |
| 12   | 2  |    |            |                        |
| 2    | 4  |    |            |                        |
| 4    | 6  |    |            |                        |
| 6    | 8  |    |            |                        |
| 8    | 10 |    |            |                        |
| 10   | 12 |    |            |                        |
| 12   | 2  |    |            |                        |
| 2    | 4  |    |            |                        |
| 4    | 6  |    |            |                        |
| 6    | 8  |    |            |                        |
| 8    | 10 |    |            |                        |
| 10   | 12 |    |            |                        |
| 12   | 2  |    |            |                        |
| 2    | 4  |    |            |                        |
| 4    | 6  |    |            |                        |
| 6    | 8  |    |            |                        |
| 8    | 10 |    |            |                        |
| 10   | 12 |    |            |                        |
| 12   | 2  |    |            |                        |
| 2    | 4  |    |            |                        |
| 4    | 6  |    |            |                        |
| 6    | 8  |    |            |                        |
| 8    | 10 |    |            |                        |
| 10   | 12 |    |            |                        |
| 12   | 2  |    |            |                        |
| 2    | 4  |    |            |                        |
| 4    | 6  |    |            |                        |
| 6    | 8  |    |            |                        |
| 8    | 10 |    |            |                        |
| 10   | 12 |    |            |                        |
| 12   | 2  |    |            |                        |
| 2    | 4  |    |            |                        |
| 4    | 6  |    |            |                        |
| 6    | 8  |    |            |                        |
| 8    | 10 |    |            |                        |
| 10   | 12 |    |            |                        |
| 12   | 2  |    |            |                        |
| 2    | 4  |    |            |                        |
| 4    | 6  |    |            |                        |
| 6    | 8  |    |            |                        |
| 8    | 10 |    |            |                        |
| 10   | 12 |    |            |                        |
| 12   | 2  |    |            |                        |
| 2    | 4  |    |            |                        |
| 4    | 6  |    |            |                        |
| 6    | 8  |    |            |                        |
| 8    | 10 |    |            |                        |
| 10   | 12 |    |            |                        |
| 12   | 2  |    |            |                        |
| 2    | 4  |    |            |                        |
| 4    | 6  |    |            |                        |
| 6    | 8  |    |            |                        |
| 8    | 10 |    |            |                        |
| 10   | 12 |    |            |                        |
| 12   | 2  |    |            |                        |
| 2    | 4  |    |            |                        |
| 4    | 6  |    |            |                        |
| 6    | 8  |    |            |                        |
| 8    | 10 |    |            |                        |
| 10   | 12 |    |            |                        |
| 12   | 2  |    |            |                        |
| 2    | 4  |    |            |                        |
| 4    | 6  |    |            |                        |
| 6    | 8  |    |            |                        |
| 8    | 10 |    |            |                        |
| 10   | 12 |    |            |                        |
| 12   | 2  |    |            |                        |
| 2    | 4  |    |            |                        |
| 4    | 6  |    |            |                        |
| 6    | 8  |    |            |                        |
| 8    | 10 |    |            |                        |
| 10   | 12 |    |            |                        |
| 12   | 2  |    |            |                        |
| 2    | 4  |    |            |                        |
| 4    | 6  |    |            |                        |
| 6    | 8  |    |            |                        |
| 8    | 10 |    |            |                        |
| 10   | 12 |    |            |                        |
| 12   | 2  |    |            |                        |
| 2    | 4  |    |            |                        |
| 4    | 6  |    |            |                        |
| 6    | 8  |    |            |                        |
| 8    | 10 |    |            |                        |
| 10   | 12 |    |            |                        |
| 12   | 2  |    |            |                        |
| 2    | 4  |    |            |                        |
| 4    | 6  |    |            |                        |
| 6    | 8  |    |            |                        |
| 8    | 10 |    |            |                        |
| 10   | 12 |    |            |                        |
| 12   | 2  |    |            |                        |
| 2    | 4  |    |            |                        |
| 4    | 6  |    |            |                        |
| 6    | 8  |    |            |                        |
| 8    | 10 |    |            |                        |
| 10   | 12 |    |            |                        |
| 12   | 2  |    |            |                        |
| 2    | 4  |    |            |                        |
| 4    | 6  |    |            |                        |
| 6    | 8  |    |            |                        |
| 8    | 10 |    |            |                        |
| 10   | 12 |    |            |                        |
| 12   | 2  |    |            |                        |
| 2    | 4  |    |            |                        |
| 4    | 6  |    |            |                        |
| 6    | 8  |    |            |                        |
| 8    | 10 |    |            |                        |
| 10   | 12 |    |            |                        |
| 12   | 2  |    |            |                        |
| 2    | 4  |    |            |                        |
| 4    | 6  |    |            |                        |
| 6    | 8  |    |            |                        |
| 8    | 10 |    |            |                        |
| 10   | 12 |    |            |                        |
| 12   | 2  |    |            |                        |
| 2    | 4  |    |            |                        |
| 4    | 6  |    |            |                        |
| 6    | 8  |    |            |                        |
| 8    | 10 |    |            |                        |
| 10   | 12 |    |            |                        |
| 12   | 2  |    |            |                        |
| 2    | 4  |    |            |                        |
| 4    | 6  |    |            |                        |
| 6    | 8  |    |            |                        |
| 8    | 10 |    |            |                        |
| 10   | 12 |    |            |                        |
| 12   | 2  |    |            |                        |
| 2    | 4  |    |            |                        |
| 4    | 6  |    |            |                        |
| 6    | 8  |    |            |                        |
| 8    | 10 |    |            |                        |
| 10   | 12 |    |            |                        |
| 12   | 2  |    |            |                        |
| 2    | 4  |    |            |                        |
| 4    | 6  |    |            |                        |
| 6    | 8  |    |            |                        |
| 8    | 10 |    |            |                        |
| 10   | 12 |    |            |                        |
| 12   | 2  |    |            |                        |
| 2    | 4  |    |            |                        |
| 4    | 6  |    |            |                        |
| 6    | 8  |    |            |                        |
| 8    | 10 |    |            |                        |
| 10   | 12 |    |            |                        |
| 12   | 2  |    |            |                        |
| 2    | 4  |    |            |                        |
| 4    | 6  |    |            |                        |
| 6    | 8  |    |            |                        |
| 8    | 10 |    |            |                        |
| 10   | 12 |    |            |                        |
| 12   | 2  |    |            |                        |
| 2    | 4  |    |            |                        |
| 4    | 6  |    |            |                        |
| 6    | 8  |    |            |                        |
| 8    | 10 |    |            |                        |
| 10   | 12 |    |            |                        |
| 12   | 2  |    |            |                        |
| 2    | 4  |    |            |                        |
| 4    | 6  |    |            |                        |
| 6    | 8  |    |            |                        |
| 8    | 10 |    |            |                        |
| 10   | 12 |    |            |                        |
| 12   | 2  |    |            |                        |
| 2    | 4  |    |            |                        |
| 4    | 6  |    |            |                        |
| 6    | 8  |    |            |                        |
| 8    | 10 |    |            |                        |
| 10   | 12 |    |            |                        |
| 12   | 2  |    |            |                        |
| 2    | 4  |    |            |                        |
| 4    | 6  |    |            |                        |
| 6    | 8  |    |            |                        |
| 8    | 10 |    |            |                        |
| 10   | 12 |    |            |                        |
| 12   | 2  |    |            |                        |
| 2    | 4  |    |            |                        |
| 4    | 6  |    |            |                        |
| 6    | 8  |    |            |                        |
| 8    | 10 |    |            |                        |
| 10   | 12 |    |            |                        |
| 12   | 2  |    |            |                        |
| 2    | 4  |    |            |                        |
| 4    | 6  |    |            |                        |
| 6    | 8  |    |            |                        |
| 8    | 10 |    |            |                        |
| 10   | 12 |    |            |                        |
| 12   | 2  |    |            |                        |
| 2    | 4  |    |            |                        |
| 4    | 6  |    |            |                        |
| 6    | 8  |    |            |                        |
| 8    | 10 |    |            |                        |
| 10   | 12 |    |            |                        |
| 12   | 2  |    |            |                        |
| 2    | 4  |    |            |                        |
| 4    | 6  |    |            |                        |
| 6    | 8  |    |            |                        |
| 8    | 10 |    |            |                        |
| 10   | 12 |    |            |                        |
| 12   | 2  |    |            |                        |
| 2    | 4  |    |            |                        |
| 4    | 6  |    |            |                        |
| 6    | 8  |    |            |                        |
| 8    | 10 |    |            |                        |
| 10   | 12 |    |            |                        |
| 12   | 2  |    |            |                        |
| 2    | 4  |    |            |                        |
| 4    | 6  |    |            |                        |
| 6    | 8  |    |            |                        |
| 8    | 10 |    |            |                        |
| 10   | 12 |    |            |                        |
| 12   | 2  |    |            |                        |
| 2    | 4  |    |            |                        |
| 4    | 6  |    |            |                        |
| 6    | 8  |    |            |                        |
| 8    | 10 |    |            |                        |
| 10   | 12 |    |            |                        |
| 12   | 2  |    |            |                        |
| 2    | 4  |    |            |                        |
| 4    | 6  |    |            |                        |
| 6    | 8  |    |            |                        |
| 8    | 10 |    |            |                        |
| 10   | 12 |    |            |                        |
| 12   | 2  |    |            |                        |
| 2    | 4  |    |            |                        |
| 4    | 6  |    |            |                        |
| 6    | 8  |    |            |                        |
| 8    | 10 |    |            |                        |
| 10   | 12 |    |            |                        |
| 12   | 2  |    |            |                        |
| 2    | 4  |    |            |                        |
| 4    | 6  |    |            |                        |
| 6    | 8  |    |            |                        |
| 8    | 10 |    |            |                        |
| 10   | 12 |    |            |                        |
| 12   | 2  |    |            |                        |
| 2    | 4  |    |            |                        |
| 4    | 6  |    |            |                        |
| 6    | 8  |    |            |                        |
| 8    | 10 |    |            |                        |
| 10   | 12 |    |            |                        |
| 12   | 2  |    |            |                        |
| 2    | 4  |    |            |                        |
| 4    | 6  |    |            |                        |
| 6    | 8  |    |            |                        |
| 8    | 10 |    |            |                        |
| 10   | 12 |    |            |                        |
| 12   | 2  |    |            |                        |
| 2    | 4  |    |            |                        |
| 4    | 6  |    |            |                        |
| 6    | 8  |    |            |                        |
| 8    | 10 |    |            |                        |
| 10   | 12 |    |            |                        |
| 12   | 2  |    |            |                        |
| 2    | 4  |    |            |                        |
| 4    | 6  |    |            |                        |
| 6    | 8  |    |            |                        |
| 8    | 10 |    |            |                        |
| 10   | 12 |    |            |                        |
| 12   | 2  |    |            |                        |
| 2    | 4  |    |            |                        |
| 4    | 6  |    |            |                        |
| 6    | 8  |    |            |                        |
| 8    | 10 |    |            |                        |
| 10   | 12 |    |            |                        |
| 12   | 2  |    |            |                        |
| 2    | 4  |    |            |                        |
| 4    | 6  |    |            |                        |
| 6    | 8  |    |            |                        |
| 8    | 10 |    |            |                        |
| 10   | 12 |    |            |                        |
| 12   | 2  |    |            |                        |
| 2    | 4  |    |            |                        |
| 4    | 6  |    |            |                        |
| 6    | 8  |    |            |                        |
| 8    | 10 |    |            |                        |
| 10   | 12 |    |            |                        |
| 12   | 2  |    |            |                        |
| 2    | 4  |    |            |                        |
| 4    | 6  |    |            |                        |
| 6    | 8  |    |            |                        |
| 8    | 10 |    |            |                        |
| 10   | 12 |    |            |                        |
| 12   | 2  |    |            |                        |
| 2    | 4  |    |            |                        |
| 4    | 6  |    |            |                        |
| 6    | 8  |    |            |                        |
| 8    | 10 |    |            |                        |
| 10   | 12 |    |            |                        |
| 12   | 2  |    |            |                        |
| 2    | 4  |    |            |                        |
| 4    | 6  |    |            |                        |
| 6    | 8  |    |            |                        |
| 8    | 10 |    |            |                        |
| 10   | 12 |    |            |                        |
| 12   | 2  |    |            |                        |
| 2    | 4  |    |            |                        |
| 4    | 6  |    |            |                        |
| 6    | 8  |    |            |                        |
| 8    | 10 |    |            |                        |
| 10   | 12 |    |            |                        |
| 12   | 2  |    |            |                        |
| 2    | 4  |    |            |                        |
| 4    | 6  |    |            |                        |
| 6    | 8  |    |            |                        |
| 8    | 10 |    |            |                        |
| 10   | 12 |    |            |                        |
| 12   | 2  |    |            |                        |
| 2    | 4  |    |            |                        |
| 4    | 6  |    |            |                        |
| 6    | 8  |    |            |                        |
| 8    | 10 |    |            |                        |
| 10   | 12 |    |            |                        |
| 12   | 2  |    |            |                        |
| 2    | 4  |    |            |                        |
| 4    | 6  |    |            |                        |
| 6    | 8  |    |            |                        |
| 8    | 10 |    |            |                        |
| 10   | 12 |    |            |                        |
| 12   | 2  |    |            |                        |
| 2    | 4  |    |            |                        |
| 4    | 6  |    |            |                        |
| 6    | 8  |    |            |                        |
| 8    | 10 |    |            |                        |
| 10   | 12 |    |            |                        |
| 12   | 2  |    |            |                        |
| 2    | 4  |    |            |                        |
| 4    | 6  |    |            |                        |
| 6    | 8  |    |            |                        |
| 8    | 10 |    |            |                        |
| 10   | 12 |    |            |                        |
| 12   | 2  |    |            |                        |
| 2    | 4  |    |            |                        |
| 4    | 6  |    |            |                        |
| 6    | 8  |    |            |                        |
| 8    | 10 |    |            |                        |
| 10   | 12 |    |            |                        |
| 12   | 2  |    |            |                        |
| 2    | 4  |    |            |                        |
| 4    | 6  |    |            |                        |
| 6    | 8  |    |            |                        |
| 8    | 10 |    |            |                        |
| 10   | 12 |    |            |                        |
| 12   | 2  |    |            |                        |
| 2    | 4  |    |            |                        |
| 4    | 6  |    |            |                        |
| 6    | 8  |    |            |                        |
| 8    | 10 |    |            |                        |
| 10   | 12 |    |            |                        |
| 12   | 2  |    |            |                        |
| 2    | 4  |    |            |                        |
| 4    | 6  |    |            |                        |
| 6    | 8  |    |            |                        |
| 8    | 10 |    |            |                        |
| 10   | 12 |    |            |                        |
| 12   | 2  |    |            |                        |
| 2    | 4  |    |            |                        |
| 4    | 6  |    |            |                        |
| 6    | 8  |    |            |                        |
| 8    | 10 |    |            |                        |
| 10   | 12 |    |            |                        |
| 12   | 2  |    |            |                        |
| 2    | 4  |    |            |                        |
| 4    | 6  |    |            |                        |
| 6    | 8  |    |            |                        |
| 8    | 10 |    |            |                        |
| 10   | 12 |    |            |                        |
| 12   | 2  |    |            |                        |
| 2    | 4  |    |            |                        |
| 4    | 6  |    |            |                        |
| 6    | 8  |    |            |                        |
| 8    | 10 |    |            |                        |
| 10   | 12 |    |            |                        |
| 12   | 2  |    |            |                        |
| 2    | 4  |    |            |                        |
| 4    | 6  |    |            |                        |
| 6    | 8  |    |            |                        |
| 8    | 10 |    |            |                        |
| 10   | 12 |    |            |                        |
| 12   | 2  |    |            |                        |
| 2    | 4  |    |            |                        |
| 4    | 6  |    |            |                        |
| 6    | 8  |    |            |                        |
| 8    | 10 |    |            |                        |
| 10   | 12 |    |            |                        |
| 12   | 2  |    |            |                        |
| 2    | 4  |    |            |                        |
| 4    | 6  |    |            |                        |
| 6    | 8  |    |            |                        |
| 8    | 10 |    |            |                        |
| 10   | 12 |    |            |                        |
| 12   | 2  | </ |            |                        |

CHIEF OFFICER'S LOG.

| Hrs | Course | Distance Run<br>Knots<br>Fathoms | WINDS—see Formula.<br>Direction Force | Sail Set | Lee Way | Barometer<br>Temperature<br>Air<br>Temperature<br>Water | Remarks, &c.                         |
|-----|--------|----------------------------------|---------------------------------------|----------|---------|---------------------------------------------------------|--------------------------------------|
| 1   | NE     | 5                                | NW 1/4                                |          |         | 29.44 42.4                                              | Saturday July 27 <sup>th</sup> 1895. |
| 2   |        | 5                                |                                       |          |         |                                                         | This day begins with light           |
| 3   |        | 5                                |                                       |          |         |                                                         | breeze gradually drawing             |
| 4   |        | 5                                |                                       |          |         |                                                         | Northwesterly weather fine, calm     |
| 5   |        | 5                                |                                       |          |         |                                                         | Sea smooth. vessel bound             |
| 6   |        | 5                                |                                       |          |         |                                                         | up in Port tack standing to          |
| 7   |        | 5                                |                                       |          |         |                                                         | the Eastward                         |
| 8   | NE     | 5                                | NNW                                   |          |         |                                                         | People employed painting deck        |
| 9   |        | 4                                |                                       |          |         |                                                         | house & bulwarks, also varnishing    |
| 10  |        | 4                                |                                       |          |         |                                                         | Seakwood.                            |
| 11  |        | 4                                |                                       |          |         |                                                         |                                      |
| 12  |        | 4                                |                                       |          |         | 44.41 41                                                |                                      |
| 1   | NE     | 4                                | NNW                                   |          |         | 29.46                                                   | Light Northwesterly breeze clear     |
| 2   |        | 4                                |                                       |          |         |                                                         | fine, sea smooth. light              |
| 3   |        | 4                                |                                       |          |         |                                                         | air from the Eastward                |
| 4   |        | 4                                |                                       |          |         |                                                         |                                      |
| 5   | NE     | 4                                |                                       |          |         |                                                         | Carpenter's oiling down aloft        |
| 6   |        | 4                                |                                       |          |         |                                                         | work, steering gear & windlass       |
| 7   |        | 4                                |                                       |          |         |                                                         | belonging engine.                    |
| 8   |        | 4                                |                                       |          |         |                                                         |                                      |
| 9   | ENE    | 4                                | NW                                    |          |         |                                                         | All light lookouts pump              |
| 10  |        | 4                                |                                       |          |         |                                                         | Ventilator strictly attended to      |
| 11  |        | 4                                |                                       |          |         |                                                         |                                      |
| 12  |        | 4                                |                                       |          |         |                                                         |                                      |

BEARING & DISTANCE AT NOON.

| COURSE | DISTANCE | Difference<br>Latitude | Departure | Latitude by<br>Account | Latitude<br>Observed | Difference of<br>Longitude | Longitude by<br>Account | Longitude by<br>Chronometer | Longitude<br>Observed | Variation | Distance Run<br>per Patent Log |
|--------|----------|------------------------|-----------|------------------------|----------------------|----------------------------|-------------------------|-----------------------------|-----------------------|-----------|--------------------------------|
| NE     | 10 1/2   | 22                     | 10.1      | 44.40                  | 44.38                | 143                        | 174.34                  | 174.37                      | 174.57                | 17E       | —                              |

ON THE LOOK-OUT

| From | To |
|------|----|
| 6    | 8  |
| 8    | 10 |
| 10   | 12 |
| 12   | 2  |
| 2    | 4  |
| 4    | 6  |
| 6    | 7  |

O Richmond

NAME  
Lawson  
Sherlock  
Meyner  
Long  
Pallone  
Stoan  
Abramson

Mate.

LANTERNS HUNG OUT

From *Starboard* To *Foremast*

Master.

CHIEF OFFICER'S LOG.

| Hrs | Course | Distance Run<br>Knots<br>Fathoms | WINDS—see Formula.<br>Direction Force | Sail Set | Lee Way | Barometer<br>Temperature<br>Air<br>Temperature<br>Water | Remarks, &c.                             |
|-----|--------|----------------------------------|---------------------------------------|----------|---------|---------------------------------------------------------|------------------------------------------|
| 1   | NE     | 4                                | Northwesterly 3.5                     |          |         | 29.43 41.48                                             | Sunday July 28 <sup>th</sup> 1895        |
| 2   |        | 4                                |                                       |          |         |                                                         | This day begins with light Northwesterly |
| 3   |        | 4                                |                                       |          |         |                                                         | Winds clear fine sea smooth              |
| 4   |        | 4                                |                                       |          |         |                                                         | air from the Southward                   |
| 5   |        | 4                                |                                       |          |         |                                                         |                                          |
| 9   |        | 4                                |                                       |          |         |                                                         | Sunday repeated                          |
| 7   |        | 4                                |                                       |          |         |                                                         |                                          |
| 8   | W      | 4                                | 3.5                                   |          |         |                                                         | Started to the Westward, & stood         |
| 9   |        | 3                                |                                       |          |         |                                                         | on towards the land.                     |
| 10  |        | 3                                |                                       |          |         |                                                         |                                          |
| 11  |        | 3                                |                                       |          |         |                                                         |                                          |
| 12  |        | 3                                |                                       |          |         | 29.44                                                   | Mist continued light Northwesterly       |
| 1   | W      | 3                                | Northwesterly 3.5                     |          |         | 29.40 41.48                                             | Winds unsteady in direction              |
| 2   |        | 3                                |                                       |          |         |                                                         | weather very fine—clear, bank            |
| 3   |        | 3                                |                                       |          |         |                                                         | of clouds rising in the Southward        |
| 4   |        | 3                                |                                       |          |         |                                                         |                                          |
| 5   |        | 3                                |                                       |          |         |                                                         |                                          |
| 9   | W      | 3                                |                                       |          |         |                                                         | Lighted Bank Peninsula Yell              |
| 7   |        | 3                                |                                       |          |         |                                                         | bearing NNW 40 miles                     |
| 8   |        | 3                                |                                       |          |         |                                                         | Wind shifted to the Southward, squalls   |
| 9   |        | 3                                |                                       |          |         |                                                         | away for Cape Campbell                   |
| 10  | NNW    | 4                                | Southwesterly                         |          |         |                                                         | All light lookouts pump                  |
| 11  |        | 4                                |                                       |          |         |                                                         | Ventilator strictly attended to          |
| 12  |        | 4                                |                                       |          |         |                                                         |                                          |

BEARING & DISTANCE AT NOON.

| COURSE | DISTANCE | Difference<br>Latitude | Departure | Latitude by<br>Account | Latitude<br>Observed | Difference of<br>Longitude | Longitude by<br>Account | Longitude by<br>Chronometer | Longitude<br>Observed | Variation | Distance Run<br>per Patent Log |
|--------|----------|------------------------|-----------|------------------------|----------------------|----------------------------|-------------------------|-----------------------------|-----------------------|-----------|--------------------------------|
| WN     | 34       | 19                     | 38        | 44.19                  | 44.18                | 44                         | 173.53                  | 173.52                      | 173.52                | 16E       | —                              |

ON THE LOOK-OUT

| From | To |
|------|----|
| 5    | 6  |
| 6    | 8  |
| 8    | 10 |
| 10   | 12 |
| 12   | 2  |
| 2    | 4  |
| 4    | 6  |
| 6    | 7  |

O Richmond

NAME  
Sherlock  
Lawson  
Long  
Pallone  
Meyner  
Stoan  
Abramson

Mate.

LANTERNS HUNG OUT

From *Starboard* To *Foremast*

Master.

## CHIEF OFFICER'S LOG.

| Hrs | Distance Run |         | WINDS—see Formula |       | Sail Set | Lee Way | REMARKS, &c.    |                   |           |           |
|-----|--------------|---------|-------------------|-------|----------|---------|-----------------|-------------------|-----------|-----------|
|     | Knots        | Fathoms | Direction         | Force |          |         | Temperature Air | Temperature Water | Barometer | Deviation |
| 1   | ANW          |         | Southerly 4       |       |          |         | 40.1            | 40.1              |           |           |
| 2   | "            |         | "                 |       |          |         |                 |                   |           |           |
| 3   | "            |         | "                 |       |          |         |                 |                   |           |           |
| 4   | "            |         | "                 |       |          |         |                 |                   |           |           |
| 5   | North        |         | "                 |       |          |         |                 |                   |           |           |
| 6   | "            |         | "                 |       |          |         |                 |                   |           |           |
| 7   | "            |         | "                 |       |          |         |                 |                   |           |           |
| 8   | "            |         | "                 |       |          |         |                 |                   |           |           |
| 9   | "            |         | "                 |       |          |         |                 |                   |           |           |
| 10  | "            |         | "                 |       |          |         |                 |                   |           |           |
| 11  | "            |         | "                 |       |          |         |                 |                   |           |           |
| 12  | "            |         | "                 |       |          |         |                 |                   |           |           |
| 1   | N x E        |         | Southerly 6       |       |          |         | 40.4            | 40.4              |           |           |
| 2   | "            |         | "                 |       |          |         |                 |                   |           |           |
| 3   | "            |         | "                 |       |          |         |                 |                   |           |           |
| 4   | "            |         | "                 |       |          |         |                 |                   |           |           |
| 5   | "            |         | "                 |       |          |         |                 |                   |           |           |
| 6   | North        |         | "                 |       |          |         |                 |                   |           |           |
| 7   | "            |         | "                 |       |          |         |                 |                   |           |           |
| 8   | "            |         | "                 |       |          |         |                 |                   |           |           |
| 9   | "            |         | "                 |       |          |         |                 |                   |           |           |
| 10  | "            |         | "                 |       |          |         |                 |                   |           |           |
| 11  | "            |         | "                 |       |          |         |                 |                   |           |           |
| 12  | "            |         | "                 |       |          |         |                 |                   |           |           |

## BEARING &amp; DISTANCE AT NOON

12 Cape Campbell light house on Port bow  
bearing NNW distant 10 miles

## ON THE LOOK-OUT

## NAME

## LANTERNS HUNG OUT

From sunset To sunrise

J Richmond

Mate.

Master.

## CHIEF OFFICER'S LOG.

| Hrs | Distance Run |         | WINDS—see Formula |       | Sail Set | Lee Way | REMARKS, &c.    |                   |           |           |
|-----|--------------|---------|-------------------|-------|----------|---------|-----------------|-------------------|-----------|-----------|
|     | Knots        | Fathoms | Direction         | Force |          |         | Temperature Air | Temperature Water | Barometer | Deviation |
| 1   | NNW          |         |                   |       |          |         |                 |                   |           |           |
| 2   | N x E.       |         |                   |       |          |         |                 |                   |           |           |
| 3   |              |         |                   |       |          |         |                 |                   |           |           |
| 4   |              |         |                   |       |          |         |                 |                   |           |           |
| 5   |              |         |                   |       |          |         |                 |                   |           |           |
| 6   |              |         |                   |       |          |         |                 |                   |           |           |
| 7   |              |         |                   |       |          |         |                 |                   |           |           |
| 8   |              |         |                   |       |          |         |                 |                   |           |           |
| 9   |              |         |                   |       |          |         |                 |                   |           |           |
| 10  |              |         |                   |       |          |         |                 |                   |           |           |
| 11  |              |         |                   |       |          |         |                 |                   |           |           |
| 12  |              |         |                   |       |          |         |                 |                   |           |           |
| 1   |              |         |                   |       |          |         |                 |                   |           |           |
| 2   |              |         |                   |       |          |         |                 |                   |           |           |
| 3   |              |         |                   |       |          |         |                 |                   |           |           |
| 4   |              |         |                   |       |          |         |                 |                   |           |           |
| 5   |              |         |                   |       |          |         |                 |                   |           |           |
| 6   |              |         |                   |       |          |         |                 |                   |           |           |
| 7   |              |         |                   |       |          |         |                 |                   |           |           |
| 8   |              |         |                   |       |          |         |                 |                   |           |           |
| 9   |              |         |                   |       |          |         |                 |                   |           |           |
| 10  |              |         |                   |       |          |         |                 |                   |           |           |
| 11  |              |         |                   |       |          |         |                 |                   |           |           |
| 12  |              |         |                   |       |          |         |                 |                   |           |           |

## BEARING &amp; DISTANCE AT NOON

ESE

DISTANCE

Difference Latitude

Departure

Latitude by Account

Latitude Observed

Difference of Longitude

Longitude by Account

Longitude by Chronometer

Longitude Observed

Variation

Distance Run per Patent Log

## ON THE LOOK-OUT

## NAME

## LANTERNS HUNG OUT

To

From

To

Mate.

Master.

## CHIEF OFFICER'S LOG

| Hrs | Distance Run |         | WINDS—see Formula |       | Sail Set | Lee Way | Barometer | Temperature Air | Temperature Water | Deviation | REMARKS, &c.                                         | Hrs |
|-----|--------------|---------|-------------------|-------|----------|---------|-----------|-----------------|-------------------|-----------|------------------------------------------------------|-----|
|     | Knots        | Fathoms | Direction         | Force |          |         |           |                 |                   |           |                                                      |     |
| 1   |              |         |                   |       |          |         |           |                 |                   |           | Wednesday July 31 <sup>st</sup> 18 45                | 1   |
| 2   |              |         |                   |       |          |         |           |                 |                   |           | This day begins blowing strong                       | 2   |
| 3   |              |         |                   |       |          |         |           |                 |                   |           | Southerly Gale, Dras, tny Mann                       | 3   |
| 4   |              |         |                   |       |          |         |           |                 |                   |           | came off, but on account of their                    | 4   |
| 5   |              |         |                   |       |          |         |           |                 |                   |           | being so much wind, he could not                     | 5   |
| 6   |              |         |                   |       |          |         |           |                 |                   |           | take us on to the wharf. Anchor light                | 6   |
| 7   |              |         |                   |       |          |         |           |                 |                   |           | hung out at sunset & Anchor Watch                    | 7   |
| 8   |              |         |                   |       |          |         |           |                 |                   |           | kept as usual.                                       | 8   |
| 9   |              |         |                   |       |          |         |           |                 |                   |           |                                                      | 9   |
| 10  |              |         |                   |       |          |         |           |                 |                   |           | Thursday August 1 <sup>st</sup> 18 45                | 10  |
| 11  |              |         |                   |       |          |         |           |                 |                   |           | This day begins with moderate                        | 11  |
| 12  |              |         |                   |       |          |         |           |                 |                   |           | Southerly wind clear off, 8.30 P.M. tny              | 12  |
| 1   |              |         |                   |       |          |         |           |                 |                   |           | Mann came off got underway & proceeded w             | 1   |
| 2   |              |         |                   |       |          |         |           |                 |                   |           | ton of tny Mann to the wharf, reached wharf 4.5 P.M. | 2   |
| 3   |              |         |                   |       |          |         |           |                 |                   |           | & moved to the wharf.                                | 3   |
| 4   |              |         |                   |       |          |         |           |                 |                   |           | Friday August 2 <sup>nd</sup> 18 45                  | 4   |
| 5   |              |         |                   |       |          |         |           |                 |                   |           | This day begins with light fresh                     | 5   |
| 6   |              |         |                   |       |          |         |           |                 |                   |           | air, clear off. tny employed                         | 6   |
| 7   |              |         |                   |       |          |         |           |                 |                   |           | discharging cargo all day.                           | 7   |
| 8   |              |         |                   |       |          |         |           |                 |                   |           | Quaymaster light attended to.                        | 8   |
| 9   |              |         |                   |       |          |         |           |                 |                   |           | I Royal Watchman                                     | 9   |
| 10  |              |         |                   |       |          |         |           |                 |                   |           |                                                      | 10  |
| 11  |              |         |                   |       |          |         |           |                 |                   |           |                                                      | 11  |
| 12  |              |         |                   |       |          |         |           |                 |                   |           |                                                      | 12  |

Donkey broke down, consequently  
delayed cargo being discharged  
3 hours.

## BEARING &amp; DISTANCE AT NOON

| COURSE | DISTANCE | Difference Latitude | Departure | Latitude by Account | Latitude Observed | Difference of Longitude | Longitude by Account | Longitude by Chronometer | Longitude Observed | Variation | Distance Run per Patent Log |
|--------|----------|---------------------|-----------|---------------------|-------------------|-------------------------|----------------------|--------------------------|--------------------|-----------|-----------------------------|
|--------|----------|---------------------|-----------|---------------------|-------------------|-------------------------|----------------------|--------------------------|--------------------|-----------|-----------------------------|

## ON THE LOOK-OUT

From To

NAME

LANTERNS HUNG OUT

From To

Mate.

Master.

## CHIEF OFFICER'S LOG.

| Hrs | Distance Run |         | WINDS—see Formula |       | Sail Set | Lee Way | Barometer | Temperature Air | Temperature Water | Deviation | REMARKS, &c.                           | Hrs |
|-----|--------------|---------|-------------------|-------|----------|---------|-----------|-----------------|-------------------|-----------|----------------------------------------|-----|
|     | Knots        | Fathoms | Direction         | Force |          |         |           |                 |                   |           |                                        |     |
| 1   |              |         |                   |       |          |         |           |                 |                   |           | Saturday Aug 3 <sup>rd</sup> 18 45     | 1   |
| 2   |              |         |                   |       |          |         |           |                 |                   |           | The clear weather, Northerly wind      | 2   |
| 3   |              |         |                   |       |          |         |           |                 |                   |           | Car discharging cargo till 1 P.M.      | 3   |
| 4   |              |         |                   |       |          |         |           |                 |                   |           |                                        | 4   |
| 5   |              |         |                   |       |          |         |           |                 |                   |           | Monday Aug 5 <sup>th</sup> 18 45       | 5   |
| 6   |              |         |                   |       |          |         |           |                 |                   |           | The clear weather, crew employed       | 6   |
| 7   |              |         |                   |       |          |         |           |                 |                   |           | discharging cargo all day.             | 7   |
| 8   |              |         |                   |       |          |         |           |                 |                   |           | Tuesday, Northerly wind of fine        | 8   |
| 9   |              |         |                   |       |          |         |           |                 |                   |           | weather, crew employed discharging     | 9   |
| 10  |              |         |                   |       |          |         |           |                 |                   |           | cargo all day.                         | 10  |
| 11  |              |         |                   |       |          |         |           |                 |                   |           | Wednesday Aug 7 <sup>th</sup>          | 11  |
| 12  |              |         |                   |       |          |         |           |                 |                   |           | The clear wind Northerly, crew employ. | 12  |
| 1   |              |         |                   |       |          |         |           |                 |                   |           | discharging cargo all day.             | 1   |
| 2   |              |         |                   |       |          |         |           |                 |                   |           | Thursday Aug 8 <sup>th</sup> 18 45     | 2   |
| 3   |              |         |                   |       |          |         |           |                 |                   |           | The clear weather, crew employed       | 3   |
| 4   |              |         |                   |       |          |         |           |                 |                   |           | discharging cargo all day.             | 4   |
| 5   |              |         |                   |       |          |         |           |                 |                   |           | Friday Aug 9 <sup>th</sup> 18 45       | 5   |
| 6   |              |         |                   |       |          |         |           |                 |                   |           | blowing strong N.W. wind heavy rain    | 6   |
| 7   |              |         |                   |       |          |         |           |                 |                   |           | drove at wharf 2 P.M. started          | 7   |
| 8   |              |         |                   |       |          |         |           |                 |                   |           | discharging 2.30 P.M. finished 4 P.M.  | 8   |
| 9   |              |         |                   |       |          |         |           |                 |                   |           | Saturday Aug 10 <sup>th</sup>          | 9   |
| 10  |              |         |                   |       |          |         |           |                 |                   |           | strong N.E. Gale, heavy rain           | 10  |
| 11  |              |         |                   |       |          |         |           |                 |                   |           | all day, consequently unable           | 11  |
| 12  |              |         |                   |       |          |         |           |                 |                   |           | to go on with discharging.             | 12  |

## BEARING &amp; DISTANCE AT NOON

| COURSE | DISTANCE | Difference Latitude | Departure | Latitude by Account | Latitude Observed | Difference of Longitude | Longitude by Account | Longitude by Chronometer | Longitude Observed | Variation | Distance Run per Patent Log |
|--------|----------|---------------------|-----------|---------------------|-------------------|-------------------------|----------------------|--------------------------|--------------------|-----------|-----------------------------|
|--------|----------|---------------------|-----------|---------------------|-------------------|-------------------------|----------------------|--------------------------|--------------------|-----------|-----------------------------|

## ON THE LOOK-OUT

From To

NAME

LANTERNS HUNG OUT

From To

I Royal  
Night Watchman

at Gangway  
Sunset. To Sunrise

Mate.

Master

LOG of the *Europe* at *Wellington*

CHIEF OFFICER'S LOG

| Hrs | Distance Run |         | WINDS—see Formula |  | Direction | Force | Sail Set | Lee Way | Barometer | Temperature Air | Temperature Water | Deviation | REMARKS, &c.                            |
|-----|--------------|---------|-------------------|--|-----------|-------|----------|---------|-----------|-----------------|-------------------|-----------|-----------------------------------------|
|     | Knots        | Fathoms |                   |  |           |       |          |         |           |                 |                   |           |                                         |
| 1   |              |         |                   |  |           |       |          |         |           |                 |                   |           | Monday Aug 12 <sup>th</sup> 1895        |
| 2   |              |         |                   |  |           |       |          |         |           |                 |                   |           | fine & clear discharging cargo          |
| 3   |              |         |                   |  |           |       |          |         |           |                 |                   |           | till noon, commenced to rain            |
| 4   |              |         |                   |  |           |       |          |         |           |                 |                   |           | heavily all afternoon.                  |
| 5   |              |         |                   |  |           |       |          |         |           |                 |                   |           | Tuesday Aug 13 <sup>th</sup> 1895       |
| 6   |              |         |                   |  |           |       |          |         |           |                 |                   |           | wind fresh with rain squalls            |
| 7   |              |         |                   |  |           |       |          |         |           |                 |                   |           | drifted at 10 am, discharging cargo     |
| 8   |              |         |                   |  |           |       |          |         |           |                 |                   |           | the remainder of the day.               |
| 9   |              |         |                   |  |           |       |          |         |           |                 |                   |           | Wednesday Aug 14 <sup>th</sup> 1895     |
| 10  |              |         |                   |  |           |       |          |         |           |                 |                   |           | fine & clear wind fresh, crew em-       |
| 11  |              |         |                   |  |           |       |          |         |           |                 |                   |           | ployed discharging cargo all day        |
| 12  |              |         |                   |  |           |       |          |         |           |                 |                   |           | Thursday Aug 15 <sup>th</sup>           |
| 1   |              |         |                   |  |           |       |          |         |           |                 |                   |           | fine & clear, wind fresh, crew          |
| 2   |              |         |                   |  |           |       |          |         |           |                 |                   |           | employed, discharging all day.          |
| 3   |              |         |                   |  |           |       |          |         |           |                 |                   |           | Friday August 16 <sup>th</sup>          |
| 4   |              |         |                   |  |           |       |          |         |           |                 |                   |           | fine & clear, crew employed disch-      |
| 5   |              |         |                   |  |           |       |          |         |           |                 |                   |           | arging cargo, finished Main Hatch 12    |
| 6   |              |         |                   |  |           |       |          |         |           |                 |                   |           | & started fore Hatch at 2 Pm.           |
| 7   |              |         |                   |  |           |       |          |         |           |                 |                   |           | Saturday August 17 <sup>th</sup>        |
| 8   |              |         |                   |  |           |       |          |         |           |                 |                   |           | fine & clear, wind fresh, crew          |
| 9   |              |         |                   |  |           |       |          |         |           |                 |                   |           | employed discharging cargo till 1 Pm    |
| 10  |              |         |                   |  |           |       |          |         |           |                 |                   |           | Monday August 18 <sup>th</sup>          |
| 11  |              |         |                   |  |           |       |          |         |           |                 |                   |           | fine & clear, crew employed discharging |
| 12  |              |         |                   |  |           |       |          |         |           |                 |                   |           | cargo all day.                          |

Donkey again stopped water pipe connection with boiler stopped & consequent delay 2 hours.

Limbers in Main Hatch lifted & baled out & cleared as far as cargo both ends.

BEARING & DISTANCE AT NOON

| COURSE | DISTANCE | Difference Latitude | Departure | Latitude by Account | Latitude Observed | Difference of Longitude | Longitude by Account | Longitude by Chronometer | Longitude Observed | Variation | Distance Run per Patent Log |
|--------|----------|---------------------|-----------|---------------------|-------------------|-------------------------|----------------------|--------------------------|--------------------|-----------|-----------------------------|
|        |          |                     |           |                     |                   |                         |                      |                          |                    |           |                             |

ON THE LOOK-OUT

From To

NAME  
D Royal - a B  
Watchman

LANTERNS HUNG OUT

From Dark To Daylight

Mate.

Master.

LOG of the *Europe* at *Wellington*

CHIEF OFFICER'S LOG

| Hrs | Distance Run |         | WINDS—see Formula |  | Direction | Force | Sail Set | Lee Way | Barometer | Temperature Air | Temperature Water | Deviation | REMARKS, &c.                               |
|-----|--------------|---------|-------------------|--|-----------|-------|----------|---------|-----------|-----------------|-------------------|-----------|--------------------------------------------|
|     | Knots        | Fathoms |                   |  |           |       |          |         |           |                 |                   |           |                                            |
| 1   |              |         |                   |  |           |       |          |         |           |                 |                   |           | Tuesday Aug 20 <sup>th</sup> 1895          |
| 2   |              |         |                   |  |           |       |          |         |           |                 |                   |           | fine & clear, crew working cargo all       |
| 3   |              |         |                   |  |           |       |          |         |           |                 |                   |           | day finished fore Hatch today.             |
| 4   |              |         |                   |  |           |       |          |         |           |                 |                   |           | Wednesday Aug 21 <sup>st</sup> 1895        |
| 5   |              |         |                   |  |           |       |          |         |           |                 |                   |           | fine & clear, wind fresh, shifted to after |
| 6   |              |         |                   |  |           |       |          |         |           |                 |                   |           | Hatch, crew employed discharging cargo     |
| 7   |              |         |                   |  |           |       |          |         |           |                 |                   |           | all day.                                   |
| 8   |              |         |                   |  |           |       |          |         |           |                 |                   |           | Thursday Aug 22 <sup>nd</sup> 1895         |
| 9   |              |         |                   |  |           |       |          |         |           |                 |                   |           | fine & clear, wind fresh, crew employed    |
| 10  |              |         |                   |  |           |       |          |         |           |                 |                   |           | discharging cargo all day, also            |
| 11  |              |         |                   |  |           |       |          |         |           |                 |                   |           | took in 110 tons of Ballast in the         |
| 12  |              |         |                   |  |           |       |          |         |           |                 |                   |           | Main Hatch.                                |
| 1   |              |         |                   |  |           |       |          |         |           |                 |                   |           | Friday Aug 23 <sup>rd</sup> 1895           |
| 2   |              |         |                   |  |           |       |          |         |           |                 |                   |           | weather dull & threatening, finished       |
| 3   |              |         |                   |  |           |       |          |         |           |                 |                   |           | all Wellington cargo at 12 noon            |
| 4   |              |         |                   |  |           |       |          |         |           |                 |                   |           | employed restoring & dunnaging the         |
| 5   |              |         |                   |  |           |       |          |         |           |                 |                   |           | remains of cargo for Dunedin, also         |
| 6   |              |         |                   |  |           |       |          |         |           |                 |                   |           | clearing fore Hatch preparatory for        |
| 7   |              |         |                   |  |           |       |          |         |           |                 |                   |           | taking in 25 tons of flat, which           |
| 8   |              |         |                   |  |           |       |          |         |           |                 |                   |           | is being shipped here.                     |
| 9   |              |         |                   |  |           |       |          |         |           |                 |                   |           | Saturday Aug 24 <sup>th</sup>              |
| 10  |              |         |                   |  |           |       |          |         |           |                 |                   |           | strong fresh wind, showers                 |
| 11  |              |         |                   |  |           |       |          |         |           |                 |                   |           | employed restoring Dunedin                 |
| 12  |              |         |                   |  |           |       |          |         |           |                 |                   |           | cargo & dunnaging same.                    |

Limbers in fore Hatch lifted & cleared.

BEARING & DISTANCE AT NOON

| COURSE | DISTANCE | Difference Latitude | Departure | Latitude by Account | Latitude Observed | Difference of Longitude | Longitude by Account | Longitude by Chronometer | Longitude Observed | Variation | Distance Run per Patent Log |
|--------|----------|---------------------|-----------|---------------------|-------------------|-------------------------|----------------------|--------------------------|--------------------|-----------|-----------------------------|
|        |          |                     |           |                     |                   |                         |                      |                          |                    |           |                             |

ON THE LOOK-OUT

From To

NAME  
D Royal  
Watchman

LANTERNS HUNG OUT

From Dark To Daylight

Mate.

Master.

## CHIEF OFFICER'S LOG

| Hrs. | Distance Run |         | WINDS—see Formula |       | Sail Set | Lee Way | Barometer | Temperature Air | Temperature Water | Deviation | REMARKS, &c.                                |
|------|--------------|---------|-------------------|-------|----------|---------|-----------|-----------------|-------------------|-----------|---------------------------------------------|
|      | Knots        | Fathoms | Direction         | Force |          |         |           |                 |                   |           |                                             |
| 1    |              |         |                   |       |          |         |           |                 |                   |           | Monday Aug 26 <sup>th</sup> 1895            |
| 2    |              |         |                   |       |          |         |           |                 |                   |           | strong Northerly wind clear                 |
| 3    |              |         |                   |       |          |         |           |                 |                   |           | look to remainder of Ballast                |
| 4    |              |         |                   |       |          |         |           |                 |                   |           | making a total of 150 tons.                 |
| 5    |              |         |                   |       |          |         |           |                 |                   |           | also crew taking in flat total              |
| 6    |              |         |                   |       |          |         |           |                 |                   |           | 119 Bales weight 25 tons on                 |
| 7    |              |         |                   |       |          |         |           |                 |                   |           | fore hold. finished 5 Pm. draft             |
| 8    |              |         |                   |       |          |         |           |                 |                   |           | forward 15.8. Aft 16.9.                     |
| 9    |              |         |                   |       |          |         |           |                 |                   |           | Tuesday Aug 27 <sup>th</sup>                |
| 10   |              |         |                   |       |          |         |           |                 |                   |           | strong NW Gale, unmoved at                  |
| 11   |              |         |                   |       |          |         |           |                 |                   |           | 9 am. I proceeded in tow of tug             |
| 12   |              |         |                   |       |          |         |           |                 |                   |           | "Dues" in charge of Capt Johnston           |
| 1    |              |         |                   |       |          |         |           |                 |                   |           | Pilot to Sea, cast off tug in the           |
| 2    |              |         |                   |       |          |         |           |                 |                   |           | Ocean & landed Pilot at 10 am               |
| 3    |              |         |                   |       |          |         |           |                 |                   |           | at topmasts & foremast, passed              |
| 4    |              |         |                   |       |          |         |           |                 |                   |           | Pencarrow H <sup>d</sup> . at 11 am. Strong |
| 5    |              |         |                   |       |          |         |           |                 |                   |           | strong NW Gale. clear. Gen. Employ.         |
| 6    |              |         |                   |       |          |         |           |                 |                   |           | clearing up & securing all the              |
| 7    |              |         |                   |       |          |         |           |                 |                   |           | movable around the deck.                    |
| 8    |              |         |                   |       |          |         |           |                 |                   |           | Cap. Campbell abeam 3 Pm. bearing W.S.      |
| 9    |              |         |                   |       |          |         |           |                 |                   |           | 7 miles, Kaitore abeam WSW 5 miles          |
| 10   |              |         |                   |       |          |         |           |                 |                   |           | Wind gradual falling away                   |
| 11   |              |         |                   |       |          |         |           |                 |                   |           | light & becoming very austrade              |
| 12   |              |         |                   |       |          |         |           |                 |                   |           | in direction.                               |
|      |              |         |                   |       |          |         |           |                 |                   |           | All light lookouts pumps & Pilot            |
|      |              |         |                   |       |          |         |           |                 |                   |           | -clator watch attended to.                  |

## BEARING &amp; DISTANCE AT NOON

| COURSE | DISTANCE | Difference Latitude | Departure | Latitude by Account | Latitude Observed | Difference of Longitude | Longitude by Account | Longitude by Chronometer | Longitude Observed | Variation | Distance Run per Patent Log |
|--------|----------|---------------------|-----------|---------------------|-------------------|-------------------------|----------------------|--------------------------|--------------------|-----------|-----------------------------|
|        |          |                     |           |                     |                   |                         |                      |                          |                    |           |                             |

## ON THE LOOK-OUT

| From | To | NAME | From | To | LANTEEN HUNG OUT |
|------|----|------|------|----|------------------|
|      |    |      |      |    |                  |

C. Richmond

Mate.

Master.

## CHIEF OFFICER'S LOG.

| Hrs. | Distance Run |         | WINDS—see Formula |       | Sail Set | Lee Way | Barometer | Temperature Air | Temperature Water | Deviation | REMARKS, &c.                            |
|------|--------------|---------|-------------------|-------|----------|---------|-----------|-----------------|-------------------|-----------|-----------------------------------------|
|      | Knots        | Fathoms | Direction         | Force |          |         |           |                 |                   |           |                                         |
| 1    |              |         |                   |       |          |         |           |                 |                   |           | Wednesday Aug 28 <sup>th</sup> 1895     |
| 2    |              |         |                   |       |          |         |           |                 |                   |           | This day begins with light baffling air |
| 3    |              |         |                   |       |          |         |           |                 |                   |           | & calm. wind suddenly rising Sea smooth |
| 4    |              |         |                   |       |          |         |           |                 |                   |           | sky obscured & overcast.                |
| 5    |              |         |                   |       |          |         |           |                 |                   |           | light breeze springing up from North.   |
| 6    |              |         |                   |       |          |         |           |                 |                   |           | increasing gradually to a mod.          |
| 7    |              |         |                   |       |          |         |           |                 |                   |           | breeze, everything calm.                |
| 8    |              |         |                   |       |          |         |           |                 |                   |           | Wind becoming very unsteady             |
| 9    |              |         |                   |       |          |         |           |                 |                   |           | alternately light & moderate            |
| 10   |              |         |                   |       |          |         |           |                 |                   |           | baffling in direction, from W to        |
| 11   |              |         |                   |       |          |         |           |                 |                   |           | N & N.E. sky clear Sea smooth           |
| 12   |              |         |                   |       |          |         |           |                 |                   |           | weather very fine, light even           |
| 1    |              |         |                   |       |          |         |           |                 |                   |           | overhead stationary.                    |
| 2    |              |         |                   |       |          |         |           |                 |                   |           | Breeze freshening from NW clear &       |
| 3    |              |         |                   |       |          |         |           |                 |                   |           | fine. Bank Peninsula abeam 5 Pm         |
| 4    |              |         |                   |       |          |         |           |                 |                   |           | Bearing 11 x 11 x 11 10 miles           |
| 5    |              |         |                   |       |          |         |           |                 |                   |           | 830 Akaroa H <sup>d</sup> Light abeam   |
| 6    |              |         |                   |       |          |         |           |                 |                   |           | Bearing NW, 11 x 11 x 11 14 miles       |
| 7    |              |         |                   |       |          |         |           |                 |                   |           | strong NW wind vessel making            |
| 8    |              |         |                   |       |          |         |           |                 |                   |           | about 8 knots per hour                  |
| 9    |              |         |                   |       |          |         |           |                 |                   |           | All light lookouts pumps &              |
| 10   |              |         |                   |       |          |         |           |                 |                   |           | Ventilator & watch attended to.         |
| 11   |              |         |                   |       |          |         |           |                 |                   |           |                                         |
| 12   |              |         |                   |       |          |         |           |                 |                   |           |                                         |

## BEARING &amp; DISTANCE AT NOON

| COURSE | DISTANCE | Difference Latitude | Departure | Latitude by Account | Latitude Observed | Difference of Longitude | Longitude by Account | Longitude by Chronometer | Longitude Observed | Variation | Distance Run per Patent Log |
|--------|----------|---------------------|-----------|---------------------|-------------------|-------------------------|----------------------|--------------------------|--------------------|-----------|-----------------------------|
|        |          |                     |           |                     |                   |                         |                      |                          |                    |           |                             |

## ON THE LOOK-OUT

| From | To | NAME | From | To | LANTEEN HUNG OUT |
|------|----|------|------|----|------------------|
|      |    |      |      |    |                  |

C. Richmond

Mate.

Master.

LOG of the *Enterpi*  
From *Wellington* Towards *Dunedin*

CHIEF OFFICER'S LOG

| Hrs | Distance Run  |         | WINDS—see Formula |       |          |         | Barometer | Temperature Air | Temperature Water | Deviation | REMARKS, &c.                                   | Hrs. |
|-----|---------------|---------|-------------------|-------|----------|---------|-----------|-----------------|-------------------|-----------|------------------------------------------------|------|
|     | Knots         | Fathoms | Direction         | Force | Sail Set | Lee Way |           |                 |                   |           |                                                |      |
|     | <i>Source</i> |         |                   |       |          |         |           |                 |                   |           | <i>Thursday Aug<sup>29</sup> 1895</i>          |      |
| 1   | <i>SW</i>     |         | <i>W</i>          |       |          |         |           |                 |                   |           | <i>This day begins with strong SW</i>          | 1    |
| 2   |               |         |                   |       |          |         |           |                 |                   |           | <i>winds clear fine sea smooth</i>             | 2    |
| 3   | <i>"</i>      |         |                   |       |          |         |           |                 |                   |           |                                                | 3    |
| 4   |               |         |                   |       |          |         |           |                 |                   |           | <i>Sky becoming clouded &amp; overcast.</i>    | 4    |
| 5   | <i>"</i>      |         |                   |       |          |         |           |                 |                   |           |                                                | 5    |
| 6   | <i>"</i>      |         |                   |       |          |         |           |                 |                   |           | <i>Mainland sighted, leads us to</i>           | 9    |
| 7   | <i>"</i>      |         |                   |       |          |         |           |                 |                   |           | <i>Stays 4<sup>th</sup> all sail set.</i>      | 7    |
| 8   |               |         |                   |       |          |         |           |                 |                   |           |                                                | 8    |
| 9   | <i>"</i>      |         |                   |       |          |         |           |                 |                   |           |                                                | 9    |
| 10  | <i>"</i>      |         |                   |       |          |         |           |                 |                   |           |                                                | 10   |
| 11  |               |         |                   |       |          |         |           |                 |                   |           | <i>Wind falling to a moderate</i>              | 11   |
| 12  | <i>"</i>      |         |                   |       |          |         |           |                 |                   |           | <i>breeze, unsteady in force &amp;</i>         | 12   |
|     |               |         |                   |       |          |         |           |                 |                   |           | <i>direction</i>                               |      |
| 1   |               |         |                   |       |          |         |           |                 |                   |           | <i>1 Begatd Stays 4<sup>th</sup> Bearing</i>   | 1    |
| 2   | <i>"</i>      |         |                   |       |          |         |           |                 |                   |           | <i>SW - W dist 111 mile.</i>                   | 2    |
| 3   | <i>"</i>      |         |                   |       |          |         |           |                 |                   |           | <i>nearly calm Sea Plucky</i>                  | 3    |
| 4   |               |         |                   |       |          |         |           |                 |                   |           | <i>3. came out &amp; took us in tow</i>        | 4    |
| 5   | <i>"</i>      |         |                   |       |          |         |           |                 |                   |           | <i>also putting Dunedin Pilot on</i>           | 5    |
| 6   | <i>"</i>      |         |                   |       |          |         |           |                 |                   |           | <i>board. Wind shifted to the</i>              | 9    |
| 7   |               |         |                   |       |          |         |           |                 |                   |           | <i>southward &amp; commenced to</i>            | 7    |
| 8   |               |         |                   |       |          |         |           |                 |                   |           | <i>freshen. furler all square sail</i>         | 8    |
| 9   |               |         |                   |       |          |         |           |                 |                   |           | <i>6.30. Anchored off Port Chalmers in</i>     | 9    |
| 10  |               |         |                   |       |          |         |           |                 |                   |           | <i>6 fathom water 115 fathom cable &amp; 2</i> | 0    |
| 11  |               |         |                   |       |          |         |           |                 |                   |           | <i>windlass. At anchor watches &amp;</i>       | 1    |
| 12  |               |         |                   |       |          |         |           |                 |                   |           | <i>hung out Anchor Light.</i>                  | 2    |

BEARING & DISTANCE AT NOON

| COURSE | DISTANCE | Difference Latitude | Departure | Latitude by Account | Latitude Observed | Difference of Longitude | Longitude by Account | Longitude by Chronometer | Longitude Observed | Variation | Distance Run per Patent Log |
|--------|----------|---------------------|-----------|---------------------|-------------------|-------------------------|----------------------|--------------------------|--------------------|-----------|-----------------------------|
|        |          |                     |           |                     |                   |                         |                      |                          |                    |           |                             |

ON THE LOOKOUT

From To

NAME

LANTERNS HUNG OUT

From To

*Richmond*

Mate.

Master.

LOG of the *Enterpi*  
From *at* Towards *Dunedin.*

CHIEF OFFICER'S LOG.

| Hrs | Distance Run |         | WINDS—see Formula |       |          |         | Barometer | Temperature Air | Temperature Water | Deviation | REMARKS, &c.                                                                    | Hrs. |
|-----|--------------|---------|-------------------|-------|----------|---------|-----------|-----------------|-------------------|-----------|---------------------------------------------------------------------------------|------|
|     | Knots        | Fathoms | Direction         | Force | Sail Set | Lee Way |           |                 |                   |           |                                                                                 |      |
|     |              |         |                   |       |          |         |           |                 |                   |           | <i>Friday Aug: 30<sup>th</sup> 1895</i>                                         |      |
| 1   |              |         |                   |       |          |         |           |                 |                   |           | <i>This day begins with showery</i>                                             | 1    |
| 2   |              |         |                   |       |          |         |           |                 |                   |           | <i>weather wind NW &amp; West.</i>                                              | 2    |
| 3   |              |         |                   |       |          |         |           |                 |                   |           |                                                                                 | 3    |
| 4   |              |         |                   |       |          |         |           |                 |                   |           |                                                                                 | 4    |
| 5   |              |         |                   |       |          |         |           |                 |                   |           | <i>10 am Hove up anchor &amp; proceeded</i>                                     | 5    |
| 6   |              |         |                   |       |          |         |           |                 |                   |           | <i>in tow of tug Plucky &amp; Koputai</i>                                       | 9    |
| 7   |              |         |                   |       |          |         |           |                 |                   |           | <i>towards Dunedin Wharf. in</i>                                                | 7    |
| 8   |              |         |                   |       |          |         |           |                 |                   |           | <i>charge of W. Milne Pilot.</i>                                                | 8    |
| 9   |              |         |                   |       |          |         |           |                 |                   |           | <i>Moved at wharf at 1 pm</i>                                                   | 9    |
| 10  |              |         |                   |       |          |         |           |                 |                   |           | <i>spread rigging gear preparatory</i>                                          | 10   |
| 11  |              |         |                   |       |          |         |           |                 |                   |           | <i>to discharging cargo tomorrow.</i>                                           | 11   |
| 12  |              |         |                   |       |          |         |           |                 |                   |           | <i>Saturday Aug 31<sup>st</sup> 1895.</i>                                       | 12   |
|     |              |         |                   |       |          |         |           |                 |                   |           | <i>fine &amp; clear wind southerly. Comm</i>                                    | 1    |
| 1   |              |         |                   |       |          |         |           |                 |                   |           | <i>discharging cargo till 1 pm.</i>                                             | 2    |
| 2   |              |         |                   |       |          |         |           |                 |                   |           | <i>Deck washed down &amp; all berths</i>                                        | 3    |
| 3   |              |         |                   |       |          |         |           |                 |                   |           | <i>&amp;c.</i>                                                                  | 4    |
| 4   |              |         |                   |       |          |         |           |                 |                   |           | <i>Monday Sept<sup>1</sup> 2<sup>nd</sup> 1895</i>                              | 5    |
| 5   |              |         |                   |       |          |         |           |                 |                   |           | <i>fine clear weather, comm employed</i>                                        | 9    |
| 6   |              |         |                   |       |          |         |           |                 |                   |           | <i>discharging cargo all day</i>                                                | 7    |
| 7   |              |         |                   |       |          |         |           |                 |                   |           | <i>Tuesday Sept<sup>3</sup> 3<sup>rd</sup></i>                                  | 8    |
| 8   |              |         |                   |       |          |         |           |                 |                   |           | <i>This day begins with strong &amp;</i>                                        | 9    |
| 9   |              |         |                   |       |          |         |           |                 |                   |           | <i>with double gear, Remnant carried wind. Clear, comm employed discharging</i> | 0    |
| 10  |              |         |                   |       |          |         |           |                 |                   |           | <i>away at Mast head, put up cargo,</i>                                         | 1    |
| 11  |              |         |                   |       |          |         |           |                 |                   |           | <i>another one &amp; proceeded.</i>                                             | 2    |

BEARING & DISTANCE AT NOON

| COURSE | DISTANCE | Difference Latitude | Departure | Latitude by Account | Latitude Observed | Difference of Longitude | Longitude by Account | Longitude by Chronometer | Longitude Observed | Variation | Distance Run per Patent Log |
|--------|----------|---------------------|-----------|---------------------|-------------------|-------------------------|----------------------|--------------------------|--------------------|-----------|-----------------------------|
|        |          |                     |           |                     |                   |                         |                      |                          |                    |           |                             |

ON THE LOOKOUT

From To

NAME

LANTERNS HUNG OUT

From To

Mate.

Master.

LOG of the

From

Enterprise at

Towards

Dunedin

## CHIEF OFFICER'S LOG

| Hrs | Distance Run |         | WINDS—see Formula |       | Sail Set | Lee Way | Barometer | Temperature Air | Temperature Water | Deviation | REMARKS, &c.                                          |
|-----|--------------|---------|-------------------|-------|----------|---------|-----------|-----------------|-------------------|-----------|-------------------------------------------------------|
|     | Knots        | Fathoms | Direction         | Force |          |         |           |                 |                   |           |                                                       |
| 1   |              |         |                   |       |          |         |           |                 |                   |           | Wednesday Sept 4 <sup>th</sup> 1895                   |
| 2   |              |         |                   |       |          |         |           |                 |                   |           | Clear, strong NW gale, crew                           |
| 3   |              |         |                   |       |          |         |           |                 |                   |           | employed discharging cargo.                           |
| 4   |              |         |                   |       |          |         |           |                 |                   |           | Thursday Sept 5 <sup>th</sup> 1895                    |
| 5   |              |         |                   |       |          |         |           |                 |                   |           | Working After Hatch. Overcast, strong breeze from NE. |
| 6   |              |         |                   |       |          |         |           |                 |                   |           | Crew employed discharging cargo.                      |
| 7   |              |         |                   |       |          |         |           |                 |                   |           | Friday Sept 6 <sup>th</sup> 1895.                     |
| 8   |              |         |                   |       |          |         |           |                 |                   |           | Ind. breeze and rain, cleared up                      |
| 9   |              |         |                   |       |          |         |           |                 |                   |           | towards mid day.                                      |
| 10  |              |         |                   |       |          |         |           |                 |                   |           | Crew employed working Ballast into                    |
| 11  |              |         |                   |       |          |         |           |                 |                   |           | fore-hatch.                                           |
| 12  |              |         |                   |       |          |         |           |                 |                   |           | Saturday Sept 7 <sup>th</sup> 1895                    |
| 1   |              |         |                   |       |          |         |           |                 |                   |           | This day begins with mod SW.                          |
| 2   |              |         |                   |       |          |         |           |                 |                   |           | Winds clear fine, Crew employed taking                |
| 3   |              |         |                   |       |          |         |           |                 |                   |           | in Ballast all day fore Hatch                         |
| 4   |              |         |                   |       |          |         |           |                 |                   |           | Sunday Sept 8 <sup>th</sup> 1895.                     |
| 5   |              |         |                   |       |          |         |           |                 |                   |           | Winds Northerly clear, crew employed                  |
| 6   |              |         |                   |       |          |         |           |                 |                   |           | discharging cargo.                                    |
| 7   |              |         |                   |       |          |         |           |                 |                   |           | Monday Sept 9 <sup>th</sup> 1895                      |
| 8   |              |         |                   |       |          |         |           |                 |                   |           | Northerly wind clear, crew discharging                |
| 9   |              |         |                   |       |          |         |           |                 |                   |           | cargo, labourer putting in Ballast                    |
| 10  |              |         |                   |       |          |         |           |                 |                   |           | after Hatch                                           |
| 11  |              |         |                   |       |          |         |           |                 |                   |           |                                                       |
| 12  |              |         |                   |       |          |         |           |                 |                   |           |                                                       |

Limber in after Hatch lifted & cleared.

## BEARING &amp; DISTANCE AT NOON

| COURSE | DISTANCE | Difference Latitude | Departure | Latitude by Account | Latitude Observed | Difference of Longitude | Longitude by Account | Longitude by Chronometer | Longitude Observed | Variation | Distance Run per Patent Log |
|--------|----------|---------------------|-----------|---------------------|-------------------|-------------------------|----------------------|--------------------------|--------------------|-----------|-----------------------------|
|        |          |                     |           |                     |                   |                         |                      |                          |                    |           |                             |

## ON THE LOOK-OUT

NAME

## LANTERNS HUNG OUT

From To

From To

Mate.

Master.

LOG of the

From

Enterprise at

Towards

Dunedin

## CHIEF OFFICER'S LOG.

| Hrs | Distance Run |         | WINDS—see Formula |       | Sail Set | Lee Way | Barometer | Temperature Air | Temperature Water | Deviation | REMARKS, &c.                          |
|-----|--------------|---------|-------------------|-------|----------|---------|-----------|-----------------|-------------------|-----------|---------------------------------------|
|     | Knots        | Fathoms | Direction         | Force |          |         |           |                 |                   |           |                                       |
| 1   |              |         |                   |       |          |         |           |                 |                   |           | Wednesday Sept 11 <sup>th</sup> 1895  |
| 2   |              |         |                   |       |          |         |           |                 |                   |           | Time & clear wind westerly, crew      |
| 3   |              |         |                   |       |          |         |           |                 |                   |           | employed discharging cargo also       |
| 4   |              |         |                   |       |          |         |           |                 |                   |           | labourer putting in Ballast.          |
| 5   |              |         |                   |       |          |         |           |                 |                   |           | Thursday Sept 12 <sup>th</sup>        |
| 6   |              |         |                   |       |          |         |           |                 |                   |           | Time clear, wind WNW, crew            |
| 7   |              |         |                   |       |          |         |           |                 |                   |           | discharging cargo.                    |
| 8   |              |         |                   |       |          |         |           |                 |                   |           | Friday Sept 13 <sup>th</sup>          |
| 9   |              |         |                   |       |          |         |           |                 |                   |           | Time clear, crew discharging          |
| 10  |              |         |                   |       |          |         |           |                 |                   |           | cargo till 1 P.M. employed rigging    |
| 11  |              |         |                   |       |          |         |           |                 |                   |           | up spars for putting out the          |
| 12  |              |         |                   |       |          |         |           |                 |                   |           | heavy weight.                         |
| 1   |              |         |                   |       |          |         |           |                 |                   |           | Saturday Sept 14 <sup>th</sup>        |
| 2   |              |         |                   |       |          |         |           |                 |                   |           | Time clear, put out the Berth         |
| 3   |              |         |                   |       |          |         |           |                 |                   |           | estimated weight 10 tons.             |
| 4   |              |         |                   |       |          |         |           |                 |                   |           | Monday Sept 16 <sup>th</sup>          |
| 5   |              |         |                   |       |          |         |           |                 |                   |           | Time clear, crew employed dis-        |
| 6   |              |         |                   |       |          |         |           |                 |                   |           | charging cargo put out the remain-    |
| 7   |              |         |                   |       |          |         |           |                 |                   |           | ing two heavy lifts.                  |
| 8   |              |         |                   |       |          |         |           |                 |                   |           | Tuesday Sept 17 <sup>th</sup>         |
| 9   |              |         |                   |       |          |         |           |                 |                   |           | Time clear, crew employed discharging |
| 10  |              |         |                   |       |          |         |           |                 |                   |           | cargo, finished all cargo at 4 P.M.   |
| 11  |              |         |                   |       |          |         |           |                 |                   |           |                                       |
| 12  |              |         |                   |       |          |         |           |                 |                   |           |                                       |

## BEARING &amp; DISTANCE AT NOON

| COURSE | DISTANCE | Difference Latitude | Departure | Latitude by Account | Latitude Observed | Difference of Longitude | Longitude by Account | Longitude by Chronometer | Longitude Observed | Variation | Distance Run per Patent Log |
|--------|----------|---------------------|-----------|---------------------|-------------------|-------------------------|----------------------|--------------------------|--------------------|-----------|-----------------------------|
|        |          |                     |           |                     |                   |                         |                      |                          |                    |           |                             |

## ON THE LOOK-OUT

NAME

## LANTERNS HUNG OUT

From To

From To

Mate.

Master.

## CHIEF OFFICER'S LOG.

| Hrs | Distance Run. |         | WINDS—see Formula. |       |          |         | Barometer | Temperature Air | Temperature Water | Deviation | REMARKS, &c.                         |
|-----|---------------|---------|--------------------|-------|----------|---------|-----------|-----------------|-------------------|-----------|--------------------------------------|
|     | Knots         | Fathoms | Direction          | Force | Sail Set | Lee Way |           |                 |                   |           |                                      |
| 1   |               |         |                    |       |          |         |           |                 |                   |           | Wednesday 18 <sup>th</sup> Sept 1895 |
| 2   |               |         |                    |       |          |         |           |                 |                   |           | fine & clear, crew employed taking   |
| 3   |               |         |                    |       |          |         |           |                 |                   |           | in ballast all day.                  |
| 4   |               |         |                    |       |          |         |           |                 |                   |           | Thursday 19 <sup>th</sup> Sept.      |
| 5   |               |         |                    |       |          |         |           |                 |                   |           | fine & clear, finished ballast at 12 |
| 6   |               |         |                    |       |          |         |           |                 |                   |           | noon. 1 PM unmoored & proceeded      |
| 7   |               |         |                    |       |          |         |           |                 |                   |           | in W. of T. Bay. Ready to sea        |
| 8   |               |         |                    |       |          |         |           |                 |                   |           | in charge of Mr. Thomson. Pilot      |
| 9   |               |         |                    |       |          |         |           |                 |                   |           | landed Pilot & lit pilot light off   |
| 10  |               |         |                    |       |          |         |           |                 |                   |           | Sailor No. 1 at topsails & topsail   |
| 11  |               |         |                    |       |          |         |           |                 |                   |           | proceeded towards Napier.            |
| 12  |               |         |                    |       |          |         |           |                 |                   |           |                                      |

BEARING &amp; DISTANCE AT NOON

| COURSE | DISTANCE | Difference Latitude | Departure | Latitude by Account | Latitude Observed | Difference of Longitude | Longitude by Account | Longitude by Chronometer | Longitude Observed | Variation | Distance Run per Patent Log |
|--------|----------|---------------------|-----------|---------------------|-------------------|-------------------------|----------------------|--------------------------|--------------------|-----------|-----------------------------|
|        |          |                     |           |                     |                   |                         |                      |                          |                    |           |                             |

ON THE LOOK-OUT

| From | To | NAME | From | To | LANTERNS HUNG OUT |
|------|----|------|------|----|-------------------|
|      |    |      |      |    |                   |

Mate.

Master.

## CHIEF OFFICER'S LOG.

| Hrs | Distance Run. |         | WINDS—see Formula. |       |          |         | Barometer | Temperature Air | Temperature Water | Deviation | REMARKS, &c.                                             |
|-----|---------------|---------|--------------------|-------|----------|---------|-----------|-----------------|-------------------|-----------|----------------------------------------------------------|
|     | Knots         | Fathoms | Direction          | Force | Sail Set | Lee Way |           |                 |                   |           |                                                          |
| 1   |               |         |                    |       |          |         |           |                 |                   |           | Friday Sept 20 <sup>th</sup> 1895.                       |
| 2   |               |         |                    |       |          |         |           |                 |                   |           | This day begins with light & hazy                        |
| 3   |               |         |                    |       |          |         |           |                 |                   |           | wind. Sky cloudy & overcast. Sea                         |
| 4   |               |         |                    |       |          |         |           |                 |                   |           | smooth, swell from SE.                                   |
| 5   |               |         |                    |       |          |         |           |                 |                   |           | Crew employed trimming ballast                           |
| 6   |               |         |                    |       |          |         |           |                 |                   |           | in after hatch.                                          |
| 7   |               |         |                    |       |          |         |           |                 |                   |           | Carpenter at his trade                                   |
| 8   |               |         |                    |       |          |         |           |                 |                   |           | Flags 4 <sup>th</sup> bearing & 8 <sup>th</sup> 30 miles |
| 9   |               |         |                    |       |          |         |           |                 |                   |           | Winds light & baffling. Calm                             |
| 10  |               |         |                    |       |          |         |           |                 |                   |           | at times.                                                |
| 11  |               |         |                    |       |          |         |           |                 |                   |           |                                                          |
| 12  |               |         |                    |       |          |         |           |                 |                   |           |                                                          |
| 1   |               |         |                    |       |          |         |           |                 |                   |           |                                                          |
| 2   |               |         |                    |       |          |         |           |                 |                   |           |                                                          |
| 3   |               |         |                    |       |          |         |           |                 |                   |           | Breeze coming away from SE                               |
| 4   |               |         |                    |       |          |         |           |                 |                   |           | & drawing Eastward. NE swell                             |
| 5   |               |         |                    |       |          |         |           |                 |                   |           | Sky cloudy & overcast.                                   |
| 6   |               |         |                    |       |          |         |           |                 |                   |           |                                                          |
| 7   |               |         |                    |       |          |         |           |                 |                   |           | Breeze gradually freshening                              |
| 8   |               |         |                    |       |          |         |           |                 |                   |           |                                                          |
| 9   |               |         |                    |       |          |         |           |                 |                   |           |                                                          |
| 10  |               |         |                    |       |          |         |           |                 |                   |           | Fresh breeze from E. drawing Northward                   |
| 11  |               |         |                    |       |          |         |           |                 |                   |           | Sea moderately E. swell.                                 |
| 12  |               |         |                    |       |          |         |           |                 |                   |           | All light work put pump & Ventilate                      |

BEARING &amp; DISTANCE AT NOON

| COURSE | DISTANCE | Difference Latitude | Departure | Latitude by Account | Latitude Observed | Difference of Longitude | Longitude by Account | Longitude by Chronometer | Longitude Observed | Variation | Distance Run per Patent Log |
|--------|----------|---------------------|-----------|---------------------|-------------------|-------------------------|----------------------|--------------------------|--------------------|-----------|-----------------------------|
|        |          |                     |           |                     |                   |                         |                      |                          |                    |           |                             |

ON THE LOOK-OUT

| From | To | NAME | From | To | LANTERNS HUNG OUT |
|------|----|------|------|----|-------------------|
|      |    |      |      |    |                   |

Mate.

Master.

LOG of the

From

*Euterpi*  
Dunedin Towards Napier

## CHIEF OFFICER'S LOG

| Hrs | Course | Distance Run<br>Knots | WINDS—see Formula<br>Direction Force | Sail Set | Lee Way | Barometer<br>Temperature Air | Temperature Water | Remarks, &c.                                                |
|-----|--------|-----------------------|--------------------------------------|----------|---------|------------------------------|-------------------|-------------------------------------------------------------|
| 1   | NW     | 3                     | SW                                   | 3        |         | 24/10                        |                   | Thursday Sept. 21 <sup>st</sup> 1895.                       |
| 2   | WNW    | 3                     | NW                                   |          |         |                              |                   | This day begins with moderate breeze puffing in direction   |
| 3   | NNE    | 4                     |                                      |          |         |                              |                   | sky cloudy overcast. Sea moderate, Easterly swell           |
| 4   | "      | 4                     |                                      |          |         |                              |                   | 2 am tacked to the Northward & East.                        |
| 5   | NE     | 4                     | NW                                   |          |         |                              |                   |                                                             |
| 6   | "      | 4                     |                                      |          |         |                              |                   |                                                             |
| 7   | ESE    | 4                     | N                                    |          |         | 24/10                        |                   | Heard timbers at Man Haul. fore Re                          |
| 8   | E      | 5                     |                                      |          |         |                              |                   | Crew employed raising ballast.                              |
| 9   | NW     | 5                     | NE                                   | 5        |         |                              |                   | 9 am tacked ship to the NW.                                 |
| 10  | "      | 5                     |                                      |          |         |                              |                   | foggy.                                                      |
| 11  | "      | 5                     |                                      |          |         |                              |                   |                                                             |
| 12  | NW     | 5                     |                                      |          |         |                              |                   |                                                             |
| 1   | "      |                       |                                      |          |         |                              |                   | fresh breeze, clear sea moderate Easterly swell,            |
| 2   | "      |                       |                                      |          |         |                              |                   |                                                             |
| 3   | "      |                       |                                      |          |         |                              |                   |                                                             |
| 4   | "      |                       |                                      |          |         | 24/10                        |                   |                                                             |
| 5   | "      |                       |                                      |          |         |                              |                   | falling light & puffing in direction                        |
| 6   | "      |                       | NW                                   |          |         |                              |                   |                                                             |
| 7   | "      |                       |                                      |          |         |                              |                   |                                                             |
| 8   | NW     |                       |                                      |          |         |                              |                   | 8 more ship to the NW & East. nearly calm                   |
| 9   | "      |                       |                                      |          |         |                              |                   |                                                             |
| 10  | "      |                       | NW                                   |          |         |                              |                   |                                                             |
| 11  | NNE    |                       |                                      |          |         |                              |                   | All light lookout pumps & Ventilation strictly attended to. |
| 12  | "      |                       |                                      |          |         |                              |                   |                                                             |

BEARING &amp; DISTANCE AT NOON

| COURSE   | DISTANCE | Difference Latitude | Departure | Latitude by Account | Latitude Observed | Difference of Longitude | Longitude by Account | Longitude by Chronometer | Longitude Observed | Variation | Distance Run per Patent Log |
|----------|----------|---------------------|-----------|---------------------|-------------------|-------------------------|----------------------|--------------------------|--------------------|-----------|-----------------------------|
| Coasting |          |                     |           |                     |                   |                         |                      |                          |                    |           |                             |

ON THE LOOK-OUT

NAME

LANTERNS HUNG OUT

|            |    |    |    |  |  |
|------------|----|----|----|--|--|
| From       | 6  | To | 8  |  |  |
|            | 8  |    | 10 |  |  |
|            | 10 |    | 12 |  |  |
|            | 12 |    | 2  |  |  |
|            | 2  |    | 4  |  |  |
|            | 4  |    | 6  |  |  |
|            | 6  |    | 8  |  |  |
| C Richmond |    |    |    |  |  |
| Mate.      |    |    |    |  |  |
| Master.    |    |    |    |  |  |

LOG of the

From

*Euterpi*  
Dunedin Towards Napier

## CHIEF OFFICER'S LOG.

| Hrs | Course | Distance Run<br>Knots | WINDS—see Formula<br>Direction Force | Sail Set | Lee Way | Barometer<br>Temperature Air | Temperature Water | Remarks, &c.                                |
|-----|--------|-----------------------|--------------------------------------|----------|---------|------------------------------|-------------------|---------------------------------------------|
| 1   | NNE    | 2                     | NW                                   | 2        |         | 24/10                        |                   | Friday Sept. 22 <sup>nd</sup> 1895.         |
| 2   | "      | 2                     |                                      |          |         |                              |                   | This day begins with light NW winds         |
| 3   | "      | 2                     |                                      |          |         |                              |                   | very foggy & heavy dew. fog thick           |
| 4   | "      | 2                     |                                      |          |         |                              |                   | light going & lookout strictly attended to. |
| 5   | "      | 2                     |                                      |          |         |                              |                   |                                             |
| 6   | "      | 2                     |                                      |          |         |                              |                   | Sunday Respected.                           |
| 7   | "      | 2                     |                                      |          |         |                              |                   |                                             |
| 8   | "      | 2                     |                                      |          |         | 24/10                        |                   |                                             |
| 9   | "      | 2                     |                                      |          |         |                              |                   |                                             |
| 10  | "      | 3                     |                                      |          |         |                              |                   | Continued light NW winds clear              |
| 11  | "      | 3                     |                                      |          |         |                              |                   | up fine, slight S. and E. breeze            |
| 12  | "      | 3                     |                                      |          |         |                              |                   | bearing 1.11. 5 miles                       |
| 1   | NNE    | 4                     | NW                                   | 1        |         | 24/10                        |                   |                                             |
| 2   | "      | 4                     |                                      |          |         |                              |                   |                                             |
| 3   | "      | 3                     |                                      |          |         |                              |                   |                                             |
| 4   | "      | 3                     |                                      |          |         |                              |                   | S Akaroa Light abeam bearing                |
| 5   | NE     | 2                     | NW                                   | 2        |         |                              |                   | NW distant 4 miles. wind                    |
| 6   | ESE    | 2                     | N                                    |          |         | 24/10                        |                   | hauling out to the NW & E. Breeze           |
| 7   | East   | 3                     | NNE                                  |          |         |                              |                   | up Port Jack. Standers off.                 |
| 8   | "      | 3                     | "                                    |          |         |                              |                   |                                             |
| 9   | "      | 5                     | N                                    | 4        |         |                              |                   |                                             |
| 10  | N      | 5                     | NW                                   |          |         |                              |                   | fresh breeze drawing N.W. clear             |
| 11  | NNE    | 5                     |                                      |          |         |                              |                   | up fine, sea smooth                         |
| 12  | "      | 5                     |                                      |          |         |                              |                   | All light lookout pumps & Ventilation       |

BEARING &amp; DISTANCE AT NOON

| COURSE   | DISTANCE | Difference Latitude | Departure | Latitude by Account | Latitude Observed | Difference of Longitude | Longitude by Account | Longitude by Chronometer | Longitude Observed | Variation | Distance Run per Patent Log |
|----------|----------|---------------------|-----------|---------------------|-------------------|-------------------------|----------------------|--------------------------|--------------------|-----------|-----------------------------|
| Coasting |          |                     |           |                     |                   |                         |                      |                          |                    |           |                             |

ON THE LOOK-OUT

NAME

LANTERNS HUNG OUT

|            |    |    |    |  |  |
|------------|----|----|----|--|--|
| From       | 6  | To | 8  |  |  |
|            | 8  |    | 10 |  |  |
|            | 10 |    | 12 |  |  |
|            | 12 |    | 2  |  |  |
|            | 2  |    | 4  |  |  |
|            | 4  |    | 6  |  |  |
|            | 6  |    | 8  |  |  |
| C Richmond |    |    |    |  |  |
| Mate.      |    |    |    |  |  |
| Master.    |    |    |    |  |  |

LOG of the

From

"Enterprise"  
Dunedin

Towards

Napier

## CHIEF OFFICER'S LOG

| Hrs | Course | Distance Run |         | WINDS—see Formula |       | Sail Set | Lee Way | Barometer | Temperature Air | Temperature Water | Deviation | REMARKS, &c.                                                                    |
|-----|--------|--------------|---------|-------------------|-------|----------|---------|-----------|-----------------|-------------------|-----------|---------------------------------------------------------------------------------|
|     |        | Knots        | Fathoms | Direction         | Force |          |         |           |                 |                   |           |                                                                                 |
| 1   | N.E.   | 11           |         | N.W.              | 3     |          |         |           |                 |                   |           | Monday Sept: 23 <sup>rd</sup> 1895.                                             |
| 2   | "      | 11           |         |                   |       |          |         |           |                 |                   |           | This day begins with moderate breeze from N.W. clear fine sea smooth. gradually |
| 3   | "      | 11           |         |                   |       |          |         |           |                 |                   |           | falling away to a calm & buffing airs.                                          |
| 4   | "      | 11           |         |                   |       |          |         |           |                 |                   |           |                                                                                 |
| 5   | "      | 3            |         |                   |       |          |         |           |                 |                   |           | Corn employed trimming                                                          |
| 6   | "      | 3            |         |                   |       |          |         |           |                 |                   |           | ballast in after Hatch                                                          |
| 7   | "      | 2            |         |                   |       |          |         |           |                 |                   |           | Carpenter caulking deck.                                                        |
| 8   | N.E.   | 2            |         |                   |       |          |         |           |                 |                   |           | Sailmaker at his trade.                                                         |
| 9   |        |              |         |                   |       |          |         |           |                 |                   |           |                                                                                 |
| 10  |        |              |         |                   |       |          |         |           |                 |                   |           |                                                                                 |
| 11  | EM     |              |         |                   |       |          |         |           |                 |                   |           |                                                                                 |
| 12  |        |              |         |                   |       |          |         |           |                 |                   |           |                                                                                 |
| 1   | N      |              |         |                   |       |          |         |           |                 |                   |           | continued calm & light                                                          |
| 2   |        |              |         |                   |       |          |         |           |                 |                   |           | buffing air, vessel not                                                         |
| 3   | N.W.   |              |         |                   |       |          |         |           |                 |                   |           | steering. Yards kept constantly                                                 |
| 4   |        |              |         |                   |       |          |         |           |                 |                   |           | trimmed to every passing air.                                                   |
| 5   |        |              |         |                   |       |          |         |           |                 |                   |           |                                                                                 |
| 6   |        |              |         |                   |       |          |         |           |                 |                   |           |                                                                                 |
| 7   |        |              |         |                   |       |          |         |           |                 |                   |           |                                                                                 |
| 8   | N.E.   | 3            |         | S.E.              |       |          |         |           |                 |                   |           | breeze making from the                                                          |
| 9   | "      | 3            |         |                   |       |          |         |           |                 |                   |           | S.E. sky clear weather fine                                                     |
| 10  | "      | 3            |         |                   |       |          |         |           |                 |                   |           | sea smooth.                                                                     |
| 11  | "      | 3            |         |                   |       |          |         |           |                 |                   |           | All light lookout pumps                                                         |
| 12  | "      | 3            |         |                   |       |          |         |           |                 |                   |           | ventilator strictly attended to                                                 |

BEARING &amp; DISTANCE AT NOON

| COURSE   | DISTANCE | Difference Latitude | Departure | Latitude by Account | Latitude Observed | Difference of Longitude | Longitude by Account | Longitude by Chronometer | Longitude Observed | Variation | Distance Run per Patent Log |
|----------|----------|---------------------|-----------|---------------------|-------------------|-------------------------|----------------------|--------------------------|--------------------|-----------|-----------------------------|
| Coasting |          |                     |           |                     | 13-00             |                         |                      | 17-57                    |                    |           |                             |

ON THE LOOK-OUT

NAME

LANTERNS HUNG OUT

| From | To | NAME       |
|------|----|------------|
| 6    | 8  | Mr. Pollak |
| 8    | 10 | Mr. Lawton |
| 10   | 12 | Mr. Mayman |
| 12   | 2  | Mr. Long   |
| 2    | 4  | Mr. Herman |
| 4    | 6  |            |

C. Richmond

Mate.

Master.

LOG of the

From

"Enterprise"  
Dunedin

Towards

Napier

## CHIEF OFFICER'S LOG.

| Hrs | Course | Distance Run |         | WINDS—see Formula |       | Sail Set | Lee Way | Barometer | Temperature Air | Temperature Water | Deviation | REMARKS, &c.                                                               |
|-----|--------|--------------|---------|-------------------|-------|----------|---------|-----------|-----------------|-------------------|-----------|----------------------------------------------------------------------------|
|     |        | Knots        | Fathoms | Direction         | Force |          |         |           |                 |                   |           |                                                                            |
| 1   | N.E.   | 4            |         | S.E.              | 4     |          |         |           |                 |                   |           | Tuesday Sept: 24 <sup>th</sup> 1895.                                       |
| 2   | "      | 4            |         |                   |       |          |         |           |                 |                   |           | This day begins with moderate S.E. wind cloudy fine. sea moderate          |
| 3   | "      | 4            |         |                   |       |          |         |           |                 |                   |           |                                                                            |
| 4   | "      | 4            |         |                   |       |          |         |           |                 |                   |           | Corn employed trimming ballast.                                            |
| 5   | "      | 4            |         |                   |       |          |         |           |                 |                   |           | Carpenter at his trade-caulking                                            |
| 6   | "      | 4            |         |                   |       |          |         |           |                 |                   |           | Sailmaker repairing sail.                                                  |
| 7   | "      | 4            |         |                   |       |          |         |           |                 |                   |           |                                                                            |
| 8   | "      | 4            |         |                   |       |          |         |           |                 |                   |           |                                                                            |
| 9   | "      | 4            |         |                   |       |          |         |           |                 |                   |           |                                                                            |
| 10  | "      | 4            |         |                   |       |          |         |           |                 |                   |           |                                                                            |
| 11  | "      | 4            |         |                   |       |          |         |           |                 |                   |           |                                                                            |
| 12  | "      | 4            |         |                   |       |          |         |           |                 |                   |           | increasing suddenly to a stiff breeze, handed to by all hands.             |
| 1   | N.E.   | 4            |         | S.E.              | 4     |          |         |           |                 |                   |           | blowing moderate Gale, with sudden gusts, vessel lurching over, sea rising |
| 2   | "      | 4            |         |                   |       |          |         |           |                 |                   |           |                                                                            |
| 3   | "      | 4            |         |                   |       |          |         |           |                 |                   |           |                                                                            |
| 4   | "      | 4            |         |                   |       |          |         |           |                 |                   |           |                                                                            |
| 5   | "      | 4            |         |                   |       |          |         |           |                 |                   |           |                                                                            |
| 6   | "      | 4            |         |                   |       |          |         |           |                 |                   |           |                                                                            |
| 7   | "      | 4            |         |                   |       |          |         |           |                 |                   |           |                                                                            |
| 8   | "      | 4            |         |                   |       |          |         |           |                 |                   |           | increasing to whole gale with fierce gusts, handed fore upper topmast      |
| 9   | "      | 4            |         |                   |       |          |         |           |                 |                   |           | sea high, short & confused.                                                |
| 10  | "      | 4            |         |                   |       |          |         |           |                 |                   |           |                                                                            |
| 11  | "      | 4            |         |                   |       |          |         |           |                 |                   |           |                                                                            |
| 12  | "      | 4            |         |                   |       |          |         |           |                 |                   |           | 12 were ship to the Southward                                              |

BEARING &amp; DISTANCE AT NOON.

| COURSE   | DISTANCE | Difference Latitude | Departure | Latitude by Account | Latitude Observed | Difference of Longitude | Longitude by Account | Longitude by Chronometer | Longitude Observed | Variation | Distance Run per Patent Log |
|----------|----------|---------------------|-----------|---------------------|-------------------|-------------------------|----------------------|--------------------------|--------------------|-----------|-----------------------------|
| Coasting |          |                     |           |                     |                   |                         |                      |                          |                    |           |                             |

ON THE LOOK-OUT

NAME

LANTERNS HUNG OUT

| From | To | NAME       |
|------|----|------------|
| 6    | 8  | Mr. Pollak |
| 8    | 10 | Mr. Long   |
| 10   | 12 | Mr. Mayman |
| 12   | 2  | Mr. Lawton |
| 2    | 4  | Mr. Herman |
| 4    | 6  |            |

C. Richmond

Mate.

Master.

LOG of the  
FromEnterprize  
Dunedin Towards Napier.

## CHIEF OFFICER'S LOG.

| Hrs | Course | Distance Run |         | WINDS—see Formula |       | Sail Set | Lee Way  | Barometer | Temperature Air | Temperature Water | Deviation | REMARKS, &c.                         |
|-----|--------|--------------|---------|-------------------|-------|----------|----------|-----------|-----------------|-------------------|-----------|--------------------------------------|
|     |        | Knots        | Fathoms | Direction         | Force |          |          |           |                 |                   |           |                                      |
| 1   | Head   |              |         | ESE               | 8     | 3/4      | 24/10/95 |           |                 |                   |           | Wednesday Sept. 25. 1895.            |
| 2   | South  | 2            | 1       |                   |       |          |          |           |                 |                   |           | This day begins blowing strong       |
| 3   |        | 2            | 2       |                   |       |          |          |           |                 |                   |           | SE Gale, with high sea, vessel       |
| 4   |        | 2            | 2       |                   |       |          |          |           |                 |                   |           | laying under lower topsail &         |
| 5   |        | 2            | 2       |                   |       |          |          |           |                 |                   |           | fore-sail & fore & afters. Sky heavy |
| 6   |        | 2            | 2       |                   |       |          |          |           |                 |                   |           | & overcast.                          |
| 7   | S by W | 2            | 2       |                   |       |          |          |           |                 |                   |           | Crew variously employed.             |
| 8   |        | 2            | 2       |                   |       |          |          |           |                 |                   |           | Carpenter & sailmaker at their       |
| 9   |        | 2            | 2       |                   |       |          |          |           |                 |                   |           | respective trades.                   |
| 10  |        | 2            | 2       |                   |       |          |          |           |                 |                   |           |                                      |
| 11  |        | 2            | 2       |                   |       |          |          |           |                 |                   |           |                                      |
| 12  |        | 2            | 2       |                   |       |          |          |           |                 |                   |           |                                      |
| 1   | NE     | 3            |         | ESE               | 4     | 3/4      | 24/10/95 |           |                 |                   |           | continued blowing fiercely           |
| 2   |        | 3            |         |                   |       |          |          |           |                 |                   |           | with violent squalls, vessel         |
| 3   |        | 3            |         |                   |       |          |          |           |                 |                   |           | rolling & plunging heavily.          |
| 4   |        | 3            |         |                   |       |          |          |           |                 |                   |           |                                      |
| 5   |        | 3            |         |                   |       |          |          |           |                 |                   |           |                                      |
| 6   |        | 3            |         |                   |       |          |          |           |                 |                   |           | Gradually moderating down            |
| 7   |        | 3            |         |                   |       |          |          |           |                 |                   |           | & drawing South by East, based in    |
| 8   |        | 4            |         | SSE               | 4     | 1/2      | 10/9     |           |                 |                   |           | yards & set topsails & main          |
| 9   |        | 4            |         |                   |       |          |          |           |                 |                   |           | top gallant sails.                   |
| 10  |        | 4            |         |                   |       |          |          |           |                 |                   |           |                                      |
| 11  |        | 5            |         |                   |       |          |          |           |                 |                   |           | All lights lookout pumps &           |
| 12  |        | 5            |         |                   |       |          |          |           |                 |                   |           | ventilator & strictly attended to.   |

BEARING &amp; DISTANCE AT NOON

| COURSE   | DISTANCE | Difference Latitude | Departure | Latitude by Account | Latitude Observed | Difference of Longitude | Longitude by Account | Longitude by Chronometer | Longitude Observed | Variation | Distance Run per Patent Log |
|----------|----------|---------------------|-----------|---------------------|-------------------|-------------------------|----------------------|--------------------------|--------------------|-----------|-----------------------------|
| Coasting | No Log   |                     |           |                     |                   |                         |                      |                          |                    |           | Observation at any time     |

ON THE LOOK-OUT

| From | To |
|------|----|
| 6    | 8  |
| 8    | 10 |
| 10   | 12 |
| 12   | 2  |
| 2    | 4  |
| 4    | 6  |

NAME

R. P. Colloc.  
Lawson  
Stoane  
Long  
Herman

LANTERNS HUNG OUT

From Sunset To Sunrise

Richmond  
Master.

Master.

LOG of the  
FromEnterprize  
Dunedin Towards Napier.

## CHIEF OFFICER'S LOG.

| Hrs | Course | Distance Run |         | WINDS—see Formula |       | Sail Set | Lee Way  | Barometer | Temperature Air | Temperature Water | Deviation | REMARKS, &c.                       |
|-----|--------|--------------|---------|-------------------|-------|----------|----------|-----------|-----------------|-------------------|-----------|------------------------------------|
|     |        | Knots        | Fathoms | Direction         | Force |          |          |           |                 |                   |           |                                    |
| 1   | Head   | 6            |         | South             | 6     | 2/4      | 24/10/95 |           |                 |                   |           | Thursday Sept. 26. 1895            |
| 2   |        | 6            |         |                   |       |          |          |           |                 |                   |           | This day begins with fresh         |
| 3   |        | 6            |         |                   |       |          |          |           |                 |                   |           | breeze, clear fine, sea moderate   |
| 4   |        | 6            |         |                   |       |          |          |           |                 |                   |           | East by South, wind gradually      |
| 5   | NE     | 6            |         |                   |       |          |          |           |                 |                   |           | westing.                           |
| 9   |        | 6            |         | SE                |       |          |          |           |                 |                   |           | Crew variously employed.           |
| 7   |        | 6            |         |                   |       |          |          |           |                 |                   |           | Carpenter & sailmaker at their     |
| 8   | NE     | 6            |         |                   |       |          |          |           |                 |                   |           | respective trades.                 |
| 9   |        | 6            |         | SE                |       |          |          |           |                 |                   |           |                                    |
| 0   |        | 6            |         |                   |       |          |          |           |                 |                   |           |                                    |
| 1   |        | 6            |         |                   |       |          |          |           |                 |                   |           |                                    |
| 2   |        | 6            |         |                   |       |          |          |           |                 |                   |           | continued fresh breeze with        |
| 1   | WNW    | 7            | 2       |                   |       |          |          | 24/10/95  |                 |                   |           | frequent sharp squalls & rain      |
| 2   |        | 7            | 2       |                   |       |          |          |           |                 |                   |           |                                    |
| 3   |        | 7            | 2       |                   |       |          |          |           |                 |                   |           |                                    |
| 4   |        | 7            | 2       |                   |       |          |          |           |                 |                   |           | Strong breeze, squalls,            |
| 5   | WNW    | 7            | 2       |                   |       |          |          |           |                 |                   |           | clouds from the S.W. Sea moderate  |
| 6   |        | 7            | 2       |                   |       |          |          |           |                 |                   |           |                                    |
| 7   | WNW    | 7            | 2       |                   |       |          |          | 24/10/95  |                 |                   |           | wind gradually falling away        |
| 8   |        | 7            | 2       |                   |       |          |          |           |                 |                   |           |                                    |
| 9   |        | 6            |         |                   |       |          |          |           |                 |                   |           | Land sighted abeam.                |
| 10  |        | 6            |         |                   |       |          |          |           |                 |                   |           | All lights lookouts pumps &        |
| 11  |        | 5            |         |                   |       |          |          |           |                 |                   |           | ventilator & strictly attended to. |
| 12  |        | 5            |         |                   |       |          |          |           |                 |                   |           |                                    |

BEARING &amp; DISTANCE AT NOON

| COURSE   | DISTANCE | Difference Latitude | Departure | Latitude by Account | Latitude Observed | Difference of Longitude | Longitude by Account | Longitude by Chronometer | Longitude Observed | Variation | Distance Run per Patent Log |
|----------|----------|---------------------|-----------|---------------------|-------------------|-------------------------|----------------------|--------------------------|--------------------|-----------|-----------------------------|
| Coasting | No Log   |                     |           |                     |                   |                         |                      |                          |                    |           | Observation at any time     |

ON THE LOOK-OUT

| From | To |
|------|----|
| 6    | 8  |
| 8    | 10 |
| 10   | 12 |
| 12   | 2  |
| 2    | 4  |
| 4    | 6  |

NAME

R. P. Colloc.  
Lawson  
Stoane  
Long  
Herman

LANTERNS HUNG OUT

From Sunset To Sunrise

Richmond  
Master.

Master.

Master.

## CHIEF OFFICER'S LOG

| Hrs | Course | Distance Run |         | WINDS—see Formula |       | Sail Set | Lee Way | Barometer | Temperature Air | Temperature Water | Deviation | REMARKS, &c.                               |
|-----|--------|--------------|---------|-------------------|-------|----------|---------|-----------|-----------------|-------------------|-----------|--------------------------------------------|
|     |        | Miles        | Fathoms | Direction         | Force |          |         |           |                 |                   |           |                                            |
|     |        |              |         |                   |       |          |         |           |                 |                   |           | Friday Sept 27 <sup>th</sup> 1895.         |
| 1   | WNW    | 4            |         | 811               | 4     |          |         |           |                 |                   |           | This day begins with light                 |
| 2   | "      | 4            |         |                   |       |          |         |           |                 |                   |           | SW wind clear fine sea smooth              |
| 3   | "      | 4            |         |                   |       |          |         |           |                 |                   |           | Kidnapper Abian bearing                    |
| 4   | NW     | 4            |         | WSW               | 4     |          |         |           |                 |                   |           | WN 6 mile, wind hauling                    |
| 5   | "      | 3            |         |                   | 3     |          |         |           |                 |                   |           | out to the westward                        |
| 6   | "      | 3            |         |                   |       |          |         |           |                 |                   |           |                                            |
| 7   | NW     | 3            |         | "                 | 4     |          |         |           |                 |                   |           | Crew variously employed—                   |
| 8   | "      | 3            |         |                   |       |          |         |           |                 |                   |           | Carpenter & Sailmaker at their             |
| 9   | NNW    | 2            |         | West              | 2     |          |         |           |                 |                   |           | respective trade                           |
| 10  | "      | 2            |         |                   |       |          |         |           |                 |                   |           |                                            |
| 11  | "      | 2            |         | "                 | "     |          |         |           |                 |                   |           | Wind falling nearly calm                   |
| 12  | "      | 2            |         | "                 | "     |          |         |           |                 |                   |           |                                            |
| 1   | West   | 3            |         | East              | 3     |          |         |           |                 |                   |           | Crew springing up from the 6 <sup>th</sup> |
| 2   | "      | 3            |         | "                 | "     |          |         |           |                 |                   |           | opened away for the Harbor                 |
| 3   | "      | 4            |         | "                 | "     |          |         |           |                 |                   |           | took Napier Pilot on board 3 PM            |
| 4   | "      | 4            |         | "                 | "     |          |         |           |                 |                   |           | Anchored in the Ballast Ground             |
| 5   |        |              |         |                   |       |          |         |           |                 |                   |           | at 4 PM 60 fathom chain to the             |
| 6   |        |              |         |                   |       |          |         |           |                 |                   |           | Windlass, 10 fathom water                  |
| 7   |        |              |         |                   |       |          |         |           |                 |                   |           | furled sail. & unbraced topgallant.        |
| 8   |        |              |         |                   |       |          |         |           |                 |                   |           | preparatory to sending down                |
| 9   |        |              |         |                   |       |          |         |           |                 |                   |           | yard to midship                            |
| 10  |        |              |         |                   |       |          |         |           |                 |                   |           | All lights look out pumps &                |
| 11  |        |              |         |                   |       |          |         |           |                 |                   |           | Ventilator strictly attended to.           |
| 12  |        |              |         |                   |       |          |         |           |                 |                   |           |                                            |

## BEARING &amp; DISTANCE AT NOON

| COURSE   | DISTANCE | Difference Latitude | Departure | Latitude by Account | Latitude Observed | Difference of Longitude | Longitude by Account | Longitude by Chronometer | Longitude Observed | Variation | Distance Run per Patent Log |
|----------|----------|---------------------|-----------|---------------------|-------------------|-------------------------|----------------------|--------------------------|--------------------|-----------|-----------------------------|
| Coasting |          |                     |           |                     |                   |                         |                      |                          |                    |           |                             |

## ON THE LOOK-OUT

| From To |  | NAME          | LANTERNS HUNG OUT |             |
|---------|--|---------------|-------------------|-------------|
|         |  | Long Watchman | From Dark         | To Daylight |

Mate.

Master.

## CHIEF OFFICER'S LOG.

| Hrs | Course | Distance Run |         | WINDS—see Formula |       | Sail Set | Lee Way | Barometer | Temperature Air | Temperature Water | Deviation | REMARKS, &c.                               |
|-----|--------|--------------|---------|-------------------|-------|----------|---------|-----------|-----------------|-------------------|-----------|--------------------------------------------|
|     |        | Miles        | Fathoms | Direction         | Force |          |         |           |                 |                   |           |                                            |
|     |        |              |         |                   |       |          |         |           |                 |                   |           | Saturday Sept 28 <sup>th</sup> 1895.       |
| 1   |        |              |         |                   |       |          |         |           |                 |                   |           | This day begins with calm weather          |
| 2   |        |              |         |                   |       |          |         |           |                 |                   |           | sky heavy overcast. sent down              |
| 3   |        |              |         |                   |       |          |         |           |                 |                   |           | topgallant yards, & proceeded putting      |
| 4   |        |              |         |                   |       |          |         |           |                 |                   |           | out ballast.                               |
| 5   |        |              |         |                   |       |          |         |           |                 |                   |           |                                            |
| 6   |        |              |         |                   |       |          |         |           |                 |                   |           | Monday Sept 29 <sup>th</sup>               |
| 7   |        |              |         |                   |       |          |         |           |                 |                   |           | This day begins with fresh SW wind         |
| 8   |        |              |         |                   |       |          |         |           |                 |                   |           | snally crew employed discharging           |
| 9   |        |              |         |                   |       |          |         |           |                 |                   |           | ballast overboard.                         |
| 10  |        |              |         |                   |       |          |         |           |                 |                   |           | Tuesday October 1 <sup>st</sup> 1895.      |
| 11  |        |              |         |                   |       |          |         |           |                 |                   |           | This day begins with fine calm             |
| 12  |        |              |         |                   |       |          |         |           |                 |                   |           | weather, crew employed discharging         |
| 1   |        |              |         |                   |       |          |         |           |                 |                   |           | ballast all day.                           |
| 2   |        |              |         |                   |       |          |         |           |                 |                   |           | Wednesday Oct 2 <sup>nd</sup>              |
| 3   |        |              |         |                   |       |          |         |           |                 |                   |           | fine & clear light easterly wind           |
| 4   |        |              |         |                   |       |          |         |           |                 |                   |           | crew discharging ballast all day           |
| 5   |        |              |         |                   |       |          |         |           |                 |                   |           | Thursday Oct 3 <sup>rd</sup>               |
| 6   |        |              |         |                   |       |          |         |           |                 |                   |           | This day begins with clear weather         |
| 7   |        |              |         |                   |       |          |         |           |                 |                   |           | fresh & briskly wind, finished discharging |
| 8   |        |              |         |                   |       |          |         |           |                 |                   |           | the east ballast 190 tons at 11 am         |
| 9   |        |              |         |                   |       |          |         |           |                 |                   |           | limbers lifted right up to pump was        |
| 10  |        |              |         |                   |       |          |         |           |                 |                   |           | released, thus completing all the          |
| 11  |        |              |         |                   |       |          |         |           |                 |                   |           | limbers. More short preparatory for        |
| 12  |        |              |         |                   |       |          |         |           |                 |                   |           | going inside.                              |

## BEARING &amp; DISTANCE AT NOON

| COURSE | DISTANCE | Difference Latitude | Departure | Latitude by Account | Latitude Observed | Difference of Longitude | Longitude by Account | Longitude by Chronometer | Longitude Observed | Variation | Distance Run per Patent Log |
|--------|----------|---------------------|-----------|---------------------|-------------------|-------------------------|----------------------|--------------------------|--------------------|-----------|-----------------------------|
|        |          |                     |           |                     |                   |                         |                      |                          |                    |           |                             |

## ON THE LOOK-OUT

| From To |  | NAME          | LANTERNS HUNG OUT |             |
|---------|--|---------------|-------------------|-------------|
|         |  | Long Watchman | From Dark         | To Daylight |

Mate.

Master.

## CHIEF OFFICER'S LOG

| Hrs | Distance Run |         | WINDS—see Formula |       | Direction | Force | Sail Set | Lee Way | Barometer | Temperature Air | Temperature Water | Deviation | REMARKS, &c.                            | Hrs |
|-----|--------------|---------|-------------------|-------|-----------|-------|----------|---------|-----------|-----------------|-------------------|-----------|-----------------------------------------|-----|
|     | Knots        | Fathoms | Direction         | Force |           |       |          |         |           |                 |                   |           |                                         |     |
|     |              |         |                   |       |           |       |          |         |           |                 |                   |           | Friday October 11 <sup>th</sup> 1895.   |     |
| 1   |              |         |                   |       |           |       |          |         |           |                 |                   |           | This day begins with light baffling     | 1   |
| 2   |              |         |                   |       |           |       |          |         |           |                 |                   |           | airs & calms, crew variously employed   | 2   |
| 3   |              |         |                   |       |           |       |          |         |           |                 |                   |           | aloft & on deck.                        | 3   |
| 4   |              |         |                   |       |           |       |          |         |           |                 |                   |           | Saturday October 12 <sup>th</sup> 1895. | 4   |
| 5   |              |         |                   |       |           |       |          |         |           |                 |                   |           | This day begins with fine weather calm  | 5   |
| 6   |              |         |                   |       |           |       |          |         |           |                 |                   |           | until 10 am when a easterly breeze came | 6   |
| 7   |              |         |                   |       |           |       |          |         |           |                 |                   |           | away. Boat came on board hove up        | 7   |
| 8   |              |         |                   |       |           |       |          |         |           |                 |                   |           | anchor & proceeded inside under         | 8   |
| 9   |              |         |                   |       |           |       |          |         |           |                 |                   |           | topsails & anchored in 5 fathoms, 115   | 9   |
| 10  |              |         |                   |       |           |       |          |         |           |                 |                   |           | fathoms to the water's edge.            | 10  |
| 11  |              |         |                   |       |           |       |          |         |           |                 |                   |           | Sunday Oct 13 <sup>th</sup>             | 11  |
| 12  |              |         |                   |       |           |       |          |         |           |                 |                   |           | This day begins with calm weather.      | 12  |
| 1   |              |         |                   |       |           |       |          |         |           |                 |                   |           | Crew employed chipping lower chamber    | 1   |
| 2   |              |         |                   |       |           |       |          |         |           |                 |                   |           | in Main lower hold, also scrubbing      | 2   |
| 3   |              |         |                   |       |           |       |          |         |           |                 |                   |           | bottom preparatory for painting         | 3   |
| 4   |              |         |                   |       |           |       |          |         |           |                 |                   |           | Tuesday Oct 14 <sup>th</sup>            | 4   |
| 5   |              |         |                   |       |           |       |          |         |           |                 |                   |           | Fresh westerly wind, clear, crew        | 5   |
| 6   |              |         |                   |       |           |       |          |         |           |                 |                   |           | employed chipping in Main lower         | 6   |
| 7   |              |         |                   |       |           |       |          |         |           |                 |                   |           | hold.                                   | 7   |
| 8   |              |         |                   |       |           |       |          |         |           |                 |                   |           | Wednesday Oct 15 <sup>th</sup>          | 8   |
| 9   |              |         |                   |       |           |       |          |         |           |                 |                   |           | Fresh westerly Gale, hazy out 15 f      | 9   |
| 10  |              |         |                   |       |           |       |          |         |           |                 |                   |           | more cable, crew employed chipping      | 10  |
| 11  |              |         |                   |       |           |       |          |         |           |                 |                   |           | in Main lower hold also lead over       | 11  |
| 12  |              |         |                   |       |           |       |          |         |           |                 |                   |           | plate outside, under white streak, 115  | 12  |

BEARING &amp; DISTANCE AT NOON

| COURSE | DISTANCE | Difference Latitude | Departure | Latitude by Account | Latitude Observed | Difference of Longitude | Longitude by Account | Longitude by Chronometer | Longitude Observed | Variation | Distance Run per Patent Log |
|--------|----------|---------------------|-----------|---------------------|-------------------|-------------------------|----------------------|--------------------------|--------------------|-----------|-----------------------------|
|        |          |                     |           |                     |                   |                         |                      |                          |                    |           |                             |

ON THE LOOK-OUT

From To

NAME

J. Johnson  
Watchman

LANTERNS HUNG OUT

From Dark To Daylight

Mate.

Master.

## CHIEF OFFICER'S LOG.

| Hrs | Distance Run |         | WINDS—see Formula |       | Direction | Force | Sail Set | Lee Way | Barometer | Temperature Air | Temperature Water | Deviation | REMARKS, &c.                            | Hrs |
|-----|--------------|---------|-------------------|-------|-----------|-------|----------|---------|-----------|-----------------|-------------------|-----------|-----------------------------------------|-----|
|     | Knots        | Fathoms | Direction         | Force |           |       |          |         |           |                 |                   |           |                                         |     |
|     |              |         |                   |       |           |       |          |         |           |                 |                   |           | Thursday October 10 <sup>th</sup> 1895. |     |
| 1   |              |         |                   |       |           |       |          |         |           |                 |                   |           | This day begins blowing hard Gale       | 1   |
| 2   |              |         |                   |       |           |       |          |         |           |                 |                   |           | from the West, crew employed chipping   | 2   |
| 3   |              |         |                   |       |           |       |          |         |           |                 |                   |           | Main lower hold, also chipping outside. | 3   |
| 4   |              |         |                   |       |           |       |          |         |           |                 |                   |           | Friday October 11 <sup>th</sup>         | 4   |
| 5   |              |         |                   |       |           |       |          |         |           |                 |                   |           | Continued strong westerly Gale, crew    | 5   |
| 6   |              |         |                   |       |           |       |          |         |           |                 |                   |           | employed chipping both below & outside  | 6   |
| 7   |              |         |                   |       |           |       |          |         |           |                 |                   |           | also combrings of Main Hatch, & fore.   | 7   |
| 8   |              |         |                   |       |           |       |          |         |           |                 |                   |           | Saturday October 12 <sup>th</sup> 1895. | 8   |
| 9   |              |         |                   |       |           |       |          |         |           |                 |                   |           | Continued westerly Gale moderating      | 9   |
| 10  |              |         |                   |       |           |       |          |         |           |                 |                   |           | slightly crew painting Red down Main    | 10  |
| 11  |              |         |                   |       |           |       |          |         |           |                 |                   |           | lower hold, also outside where it has   | 11  |
| 12  |              |         |                   |       |           |       |          |         |           |                 |                   |           | been chipped, also painting Bottom.     | 12  |
| 1   |              |         |                   |       |           |       |          |         |           |                 |                   |           | Sunday Oct 13 <sup>th</sup>             | 1   |
| 2   |              |         |                   |       |           |       |          |         |           |                 |                   |           | Moderate fine, crew employed painting   | 2   |
| 3   |              |         |                   |       |           |       |          |         |           |                 |                   |           | Bottom.                                 | 3   |
| 4   |              |         |                   |       |           |       |          |         |           |                 |                   |           | Tuesday Oct 14 <sup>th</sup>            | 4   |
| 5   |              |         |                   |       |           |       |          |         |           |                 |                   |           | Clear fine, crew employed painting      | 5   |
| 6   |              |         |                   |       |           |       |          |         |           |                 |                   |           | ship outside also sealing lower deck    | 6   |
| 7   |              |         |                   |       |           |       |          |         |           |                 |                   |           | Beam & painting same.                   | 7   |
| 8   |              |         |                   |       |           |       |          |         |           |                 |                   |           | Wednesday Oct 15 <sup>th</sup>          | 8   |
| 9   |              |         |                   |       |           |       |          |         |           |                 |                   |           | Clear fine, crew employed painting      | 9   |
| 10  |              |         |                   |       |           |       |          |         |           |                 |                   |           | ship outside, also on twelve deck.      | 10  |
| 11  |              |         |                   |       |           |       |          |         |           |                 |                   |           | Thursday Oct 16 <sup>th</sup>           | 11  |
| 12  |              |         |                   |       |           |       |          |         |           |                 |                   |           | Clear fine crew employed painting       | 12  |
| 1   |              |         |                   |       |           |       |          |         |           |                 |                   |           | ship outside.                           | 1   |

BEARING &amp; DISTANCE AT NOON

| COURSE | DISTANCE | Difference Latitude | Departure | Latitude by Account | Latitude Observed | Difference of Longitude | Longitude by Account | Longitude by Chronometer | Longitude Observed | Variation | Distance Run per Patent Log |
|--------|----------|---------------------|-----------|---------------------|-------------------|-------------------------|----------------------|--------------------------|--------------------|-----------|-----------------------------|
|        |          |                     |           |                     |                   |                         |                      |                          |                    |           |                             |

ON THE LOOK-OUT

To

NAME

J. Magnusen  
Watchman

LANTERNS HUNG OUT

From Dark To Daylight

Mate.

Master.

## CHIEF OFFICER'S LOG.

| Hrs | Distance Run. |         | WINDS—see Formula. |       |          |         | Barometer | Temperature Air | Temperature Water | Direction | REMARKS, &c.                                | 1895 |
|-----|---------------|---------|--------------------|-------|----------|---------|-----------|-----------------|-------------------|-----------|---------------------------------------------|------|
|     | Knots         | Fathoms | Direction          | Force | Sail Set | Lee Way |           |                 |                   |           |                                             |      |
|     |               |         |                    |       |          |         |           |                 |                   |           | Friday Oct 18 <sup>th</sup>                 | 1895 |
| 1   |               |         |                    |       |          |         |           |                 |                   |           | continued fine weather, crew                | 1    |
| 2   |               |         |                    |       |          |         |           |                 |                   |           | employed painting ship outside              | 2    |
| 3   |               |         |                    |       |          |         |           |                 |                   |           | finished first coat, black white            | 3    |
| 4   |               |         |                    |       |          |         |           |                 |                   |           | Lead color.                                 | 4    |
| 5   |               |         |                    |       |          |         |           |                 |                   |           | Saturday Oct 19 <sup>th</sup>               | 5    |
| 6   |               |         |                    |       |          |         |           |                 |                   |           | fine clear, crew variously employed         | 6    |
| 7   |               |         |                    |       |          |         |           |                 |                   |           | down worn deck scraping & chipping          | 7    |
| 8   |               |         |                    |       |          |         |           |                 |                   |           | Monday Oct 21                               | 8    |
| 9   |               |         |                    |       |          |         |           |                 |                   |           | fine clear, Painting Bottom 2 <sup>nd</sup> | 9    |
| 10  |               |         |                    |       |          |         |           |                 |                   |           | coat.                                       | 10   |
| 11  |               |         |                    |       |          |         |           |                 |                   |           | Tuesday Oct 22 <sup>nd</sup>                | 11   |
| 12  |               |         |                    |       |          |         |           |                 |                   |           | fine clear, crew painting bottom            | 12   |
| 1   |               |         |                    |       |          |         |           |                 |                   |           | 2 <sup>nd</sup> coat. finished bottom.      | 1    |
| 2   |               |         |                    |       |          |         |           |                 |                   |           | Wednesday Oct 23 <sup>rd</sup>              | 2    |
| 3   |               |         |                    |       |          |         |           |                 |                   |           | Crew painting ship outside.                 | 3    |
| 4   |               |         |                    |       |          |         |           |                 |                   |           | Black white Lead color.                     | 4    |
| 5   |               |         |                    |       |          |         |           |                 |                   |           | Thursday Oct 24 <sup>th</sup>               | 5    |
| 6   |               |         |                    |       |          |         |           |                 |                   |           | fine clear, work on one load                | 6    |
| 7   |               |         |                    |       |          |         |           |                 |                   |           | of wool, by lighter Larry N.H.B.            | 7    |
| 8   |               |         |                    |       |          |         |           |                 |                   |           | Crew painting outside.                      | 8    |
| 9   |               |         |                    |       |          |         |           |                 |                   |           | Friday Oct 25                               | 9    |
| 10  |               |         |                    |       |          |         |           |                 |                   |           | Crew painting outside finished              | 10   |
| 11  |               |         |                    |       |          |         |           |                 |                   |           | Lead color & white 2 <sup>nd</sup> coat.    | 11   |
| 12  |               |         |                    |       |          |         |           |                 |                   |           | Saturday Oct 26 <sup>th</sup>               | 12   |

C.M. Mahony & Mate returned  
from Hospital today & resumed duty  
on board.

## BEARING &amp; DISTANCE AT NOON.

look on 138 Bl. wool from Lighter Weka

| COURSE | DISTANCE | Difference Latitude | Departure | Latitude by Account | Latitude Observed | Difference of Longitude | Longitude by Account | Longitude by Chronometer | Longitude Observed | Variation | Distance Run per Patent Log |
|--------|----------|---------------------|-----------|---------------------|-------------------|-------------------------|----------------------|--------------------------|--------------------|-----------|-----------------------------|
|        |          |                     |           |                     |                   |                         |                      |                          |                    |           |                             |

## ON THE LOOK-OUT

| NAME |          | LANTERNS HUNG OUT |          |
|------|----------|-------------------|----------|
| From | To       | From              | To       |
|      |          | Dark              | Daylight |
|      | Watchman |                   |          |

O Richmond

Mate.

Master.

## CHIEF OFFICER'S LOG.

| Hrs | Distance Run. |         | WINDS—see Formula. |       |          |         | Barometer | Temperature Air | Temperature Water | Direction | REMARKS, &c.                          | 1895 |
|-----|---------------|---------|--------------------|-------|----------|---------|-----------|-----------------|-------------------|-----------|---------------------------------------|------|
|     | Knots         | Fathoms | Direction          | Force | Sail Set | Lee Way |           |                 |                   |           |                                       |      |
|     |               |         |                    |       |          |         |           |                 |                   |           | Monday Oct 28 <sup>th</sup>           | 1895 |
| 1   |               |         |                    |       |          |         |           |                 |                   |           | showing wind moderate, crew           | 1    |
| 2   |               |         |                    |       |          |         |           |                 |                   |           | employed down worn deck painting      | 2    |
| 3   |               |         |                    |       |          |         |           |                 |                   |           | beams.                                | 3    |
| 4   |               |         |                    |       |          |         |           |                 |                   |           | Tuesday Oct 29 <sup>th</sup> 1895     | 4    |
| 5   |               |         |                    |       |          |         |           |                 |                   |           | fine clear, crew variously employed   | 5    |
| 6   |               |         |                    |       |          |         |           |                 |                   |           | around the deck & below, overhauling  | 6    |
| 7   |               |         |                    |       |          |         |           |                 |                   |           | brass blocks & painting down the hold | 7    |
| 8   |               |         |                    |       |          |         |           |                 |                   |           | Wednesday Oct 30 <sup>th</sup> 1895   | 8    |
| 9   |               |         |                    |       |          |         |           |                 |                   |           | light rain sky heavy & dull, crew     | 9    |
| 10  |               |         |                    |       |          |         |           |                 |                   |           | variously employed                    | 10   |
| 11  |               |         |                    |       |          |         |           |                 |                   |           | Thursday Oct 31 <sup>st</sup>         | 11   |
| 12  |               |         |                    |       |          |         |           |                 |                   |           | Dredge 520 of Napier dam alongside    | 12   |
| 1   |               |         |                    |       |          |         |           |                 |                   |           | 9 am, crew discharging ballast into   | 1    |
| 2   |               |         |                    |       |          |         |           |                 |                   |           | dredger about 68 tons finished 3 PM   | 2    |
| 3   |               |         |                    |       |          |         |           |                 |                   |           | Blowing fresh from SE                 | 3    |
| 4   |               |         |                    |       |          |         |           |                 |                   |           | Friday November 1 <sup>st</sup>       | 4    |
| 5   |               |         |                    |       |          |         |           |                 |                   |           | fine clear, crew employed trimming    | 5    |
| 6   |               |         |                    |       |          |         |           |                 |                   |           | ballast                               | 6    |
| 7   |               |         |                    |       |          |         |           |                 |                   |           | Saturday Nov 2 <sup>nd</sup>          | 7    |
| 8   |               |         |                    |       |          |         |           |                 |                   |           | moderate southerly wind, clear, fine  | 8    |
| 9   |               |         |                    |       |          |         |           |                 |                   |           | crew employed trimming ballast        | 9    |
| 10  |               |         |                    |       |          |         |           |                 |                   |           | Washed deck all berth & thoroughly    | 10   |
| 11  |               |         |                    |       |          |         |           |                 |                   |           | cleaned.                              | 11   |
| 12  |               |         |                    |       |          |         |           |                 |                   |           |                                       | 12   |

work on third lighter load  
of wool 34 dumps, from  
Lighter Larry

Cooper's caulkings all round  
combing of deckhouse also of  
cement in gully caulkings & re  
caulkings of same.

## BEARING &amp; DISTANCE AT NOON.

| COURSE | DISTANCE | Difference Latitude | Departure | Latitude by Account | Latitude Observed | Difference of Longitude | Longitude by Account | Longitude by Chronometer | Longitude Observed | Variation | Distance Run per Patent Log |
|--------|----------|---------------------|-----------|---------------------|-------------------|-------------------------|----------------------|--------------------------|--------------------|-----------|-----------------------------|
|        |          |                     |           |                     |                   |                         |                      |                          |                    |           |                             |

## ON THE LOOK-OUT

| NAME |          | LANTERNS HUNG OUT |          |
|------|----------|-------------------|----------|
| From | To       | From              | To       |
|      |          | Dark              | Daylight |
|      | Watchman |                   |          |

O Richmond

Mate.

Master.

| Hrs | Distance Run |         | WINDS—see Formula. |       |          | Lee Way | Barometer | Temperature Air | Temperature Water | Direction | REMARKS, &c.                            |  |
|-----|--------------|---------|--------------------|-------|----------|---------|-----------|-----------------|-------------------|-----------|-----------------------------------------|--|
|     | Knots        | Fathoms | Direction          | Force | Sail Set |         |           |                 |                   |           |                                         |  |
| 1   |              |         |                    |       |          |         |           |                 |                   |           | Monday Nov 4 11 <sup>th</sup> 18 95.    |  |
| 2   |              |         |                    |       |          |         |           |                 |                   |           | fine clear, crew employed trimming      |  |
| 3   |              |         |                    |       |          |         |           |                 |                   |           | ballast.                                |  |
| 4   |              |         |                    |       |          |         |           |                 |                   |           | Tuesday Nov 5 <sup>th</sup>             |  |
| 5   |              |         |                    |       |          |         |           |                 |                   |           | continued fine weather, crew            |  |
| 6   |              |         |                    |       |          |         |           |                 |                   |           | employed trimming ballast.              |  |
| 7   |              |         |                    |       |          |         |           |                 |                   |           | Wednesday Nov 6 <sup>th</sup>           |  |
| 8   |              |         |                    |       |          |         |           |                 |                   |           | blowing fresh from N.E. showing         |  |
| 9   |              |         |                    |       |          |         |           |                 |                   |           | hard squalls at times, crew worked      |  |
| 10  |              |         |                    |       |          |         |           |                 |                   |           | Samtrock's remaining ship generally.    |  |
| 11  |              |         |                    |       |          |         |           |                 |                   |           | Thursday Nov 7 <sup>th</sup>            |  |
| 12  |              |         |                    |       |          |         |           |                 |                   |           | moderate weather, wind clear fine, crew |  |
| 1   |              |         |                    |       |          |         |           |                 |                   |           | painting black & white outside.         |  |
| 2   |              |         |                    |       |          |         |           |                 |                   |           | Friday Nov 8 <sup>th</sup>              |  |
| 3   |              |         |                    |       |          |         |           |                 |                   |           | fine clear weather, crew painting       |  |
| 4   |              |         |                    |       |          |         |           |                 |                   |           | outside & otherwise employed, repairing |  |
| 5   |              |         |                    |       |          |         |           |                 |                   |           | aloft 1 <sup>st</sup>                   |  |
| 6   |              |         |                    |       |          |         |           |                 |                   |           | Saturday Nov 9 <sup>th</sup>            |  |
| 7   |              |         |                    |       |          |         |           |                 |                   |           | Calm, fine clear, crew painting &       |  |
| 8   |              |         |                    |       |          |         |           |                 |                   |           | repairs aloft. took in 191 Bales        |  |
| 9   |              |         |                    |       |          |         |           |                 |                   |           | wool from by S. & O. Currier            |  |
| 10  |              |         |                    |       |          |         |           |                 |                   |           | Sunday Nov 10 <sup>th</sup>             |  |
| 11  |              |         |                    |       |          |         |           |                 |                   |           | fine clear, crew variously employ.      |  |
| 12  |              |         |                    |       |          |         |           |                 |                   |           | painting 1 <sup>st</sup>                |  |

HEARING &amp; DISTANCE AT NOON

ON THE LOOK-OUT

NAME:

LANTERNS HUNG OUT

From *Dark* To *Daylight*

Herman  
Watkins

Richmont

*Male.*

*Master.*

| Distance Run. |         | WINDS—see Formula |        |           |         |           |                  |                    |           | REMARKS &c. |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |
|---------------|---------|-------------------|--------|-----------|---------|-----------|------------------|--------------------|-----------|-------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Knots         | Fathoms | Direction.        | Force. | Sail Set. | Lee Way | Barometer | Temperature Air. | Temperature Water. | Direction |             |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |
|               |         |                   |        |           |         |           |                  |                    |           |             | <p>Tuesday Nov. 12<sup>th</sup> IS 45</p> <p>fine clear, crew variously employ. painting over-side &amp; repairing aloft.</p> <p>Wednesday Nov. 13<sup>th</sup></p> <p>fine clear, crew painting over-side &amp; repairing aloft.</p> <p>Thursday Nov. 14<sup>th</sup> 191</p> <p>fine clear, crew painting over-side &amp; repairing aloft.</p> <p>Friday Nov. 15<sup>th</sup></p> <p>fine clear, crew taking in cargo from S. &amp; Fairie. Total 33 Bales Wool &amp; 14 Casks Tallow.</p> <p>Saturday Nov. 16<sup>th</sup></p> <p>fresh W. wind clear, fine, crew taking in cargo from S. &amp; Fairie also S. &amp; Waka</p> <p>Sunday Nov. 17<sup>th</sup></p> <p>fresh W. wind clear, fine, crew employed taking Ballast out of ship</p> <p>Tuesday Nov. 19<sup>th</sup></p> <p>moderate fine, crew employed taking in cargo from S. &amp; Fairie &amp; Schooner "Admiral"</p> <p>Wednesday Nov. 20<sup>th</sup></p> <p>fine clear, crew employed putting down</p> |

BEARING & DISTANCE AT NOON

[illegible]

## ON THE LOOK-OUT

To

NAME \_\_\_\_\_

LANTERNS HUNG OUT

From *Dark* To *Daylight*

NAME  
Lawson  
watchman

Richmond

Mate

Master

## CHIEF OFFICER'S LOG

| Hrs | Distance Run. | WINDS—see Formula. |            |         |           |          |         |                  | REMARKS, &c.                                                                                                                             |
|-----|---------------|--------------------|------------|---------|-----------|----------|---------|------------------|------------------------------------------------------------------------------------------------------------------------------------------|
|     | Knots.        | Fathoms.           | Direction. | Pieces. | Sail Set. | Lee Way. | Vacuum. | Temperature Air. | Temperature Water.                                                                                                                       |
| 1   |               |                    |            |         |           |          |         |                  | Thursday Nov <sup>r</sup> 21 <sup>st</sup> 1895                                                                                          |
| 2   |               |                    |            |         |           |          |         |                  | fine clear crew taking on cargo from S.S. Ahuriri.                                                                                       |
| 3   |               |                    |            |         |           |          |         |                  | Friday Nov <sup>r</sup> 22 <sup>nd</sup>                                                                                                 |
| 4   |               |                    |            |         |           |          |         |                  | Look m. 138 Bales - Sub. Maid of the Mill fine clear crew employed                                                                       |
| 5   |               |                    |            |         |           |          |         |                  | taking on wool all day                                                                                                                   |
| 6   |               |                    |            |         |           |          |         |                  | " " 68 " S.S. "Weka" Stewards storing undumped                                                                                           |
| 7   |               |                    |            |         |           |          |         |                  | " " 111 " S.S. "Te Kahu" wool in fore Peak.                                                                                              |
| 8   |               |                    |            |         |           |          |         |                  | " " 119 " S.S. Ahuriri                                                                                                                   |
| 9   |               |                    |            |         |           |          |         |                  | Sat. Nov <sup>r</sup> 23 <sup>rd</sup>                                                                                                   |
| 10  |               |                    |            |         |           |          |         |                  | Look m. 43 Cask. Lallm. = S.S. Fairy fine clear crew taking on Wool all                                                                  |
| 11  |               |                    |            |         |           |          |         |                  | " " 178 Bales of Wool Sub. Maid of the Mill day. Stewards storing in hold. Fore                                                          |
| 12  |               |                    |            |         |           |          |         |                  | " " 184 " " " Trusty. Pack finished 10 am.                                                                                               |
|     |               |                    |            |         |           |          |         |                  | " " 193 " " " S.S. "Te Kahu"                                                                                                             |
| 1   |               |                    |            |         |           |          |         |                  | Monday Nov 25 <sup>th</sup>                                                                                                              |
| 2   |               |                    |            |         |           |          |         |                  | fine clear crew employed filling up between Tallow casks in wing with ballast.                                                           |
| 3   |               |                    |            |         |           |          |         |                  | Look m. 53 Bales Wool. S.S. "Reault".                                                                                                    |
| 4   |               |                    |            |         |           |          |         |                  | Tuesday, blowing strong gale from SE with heavy sea, Stewards stow wool in lower hold aft crew trimming & filling in wings with ballast. |
| 5   |               |                    |            |         |           |          |         |                  | Wednesday Nov <sup>r</sup> 24 <sup>th</sup>                                                                                              |
| 6   |               |                    |            |         |           |          |         |                  | blowing heavy gale with high sea, & heavy drizzle squalls.                                                                               |

## BEARING &amp; DISTANCE AT NOON

## ON THE LOOKOUT

Mate.

*Master.*

## CHIEF OFFICER'S LOG.

| Distance Run             |         | WINDS—see Formula |       |          |         | REMARKS &c. |                    |                      |           |                                                                                                                                                      |
|--------------------------|---------|-------------------|-------|----------|---------|-------------|--------------------|----------------------|-----------|------------------------------------------------------------------------------------------------------------------------------------------------------|
| Knots                    | Fathoms | Direction         | Force | Sail Set | Lee Way | Barometer   | Thermometer<br>Air | Thermometer<br>Water | Deviation |                                                                                                                                                      |
| Look in 165 Bales Wool   |         |                   |       |          |         |             |                    |                      |           | Thursday Nov <sup>r</sup> 28 1898<br>moderate breeze clear, crew variously employed. Skiddow's working in hold                                       |
| Look in 74 Bales of Wool |         |                   |       |          |         |             |                    |                      |           | Friday Nov <sup>r</sup> 29 <sup>th</sup><br>fine & clear, worked all sails today<br>crew variously employed painting<br>inside & repairing footropes |
| Look in 140 Bales Wool   |         |                   |       |          |         |             |                    |                      |           | Saturday Nov <sup>r</sup> 30 <sup>th</sup><br>fine & clear, crew taking in cargo &<br>otherwise employed                                             |
| Look in 94 Bales of wool |         |                   |       |          |         |             |                    |                      |           | Sunday Dec <sup>r</sup> 1 <sup>st</sup><br>fine & clear, crew taking in cargo                                                                        |
| Look in 104 Bales Wool   |         |                   |       |          |         |             |                    |                      |           | Monday Dec <sup>r</sup> 2 <sup>nd</sup><br>fine & clear, crew taking in cargo                                                                        |
| Look in 177 Pocket Wool  |         |                   |       |          |         |             |                    |                      |           | Tuesday Dec <sup>r</sup> 3 <sup>rd</sup><br>fine & clear, crew taking in cargo, also painting<br>outside & boat crew carrying off fresh water        |
| Look in 105 Bales Wool   |         |                   |       |          |         |             |                    |                      |           | Wednesday Dec <sup>r</sup> 4 <sup>th</sup><br>fine & clear, crew taking in cargo, also<br>painting outside & filling fresh water tank                |
| Look in 89 " "           |         |                   |       |          |         |             |                    |                      |           | Thursday Dec <sup>r</sup> 5 <sup>th</sup> 98.<br>fine & clear, crew taking in cargo.<br>also painting outside                                        |
| Look in 133 Bales Wool   |         |                   |       |          |         |             |                    |                      |           | Friday Dec <sup>r</sup> 6 <sup>th</sup><br>fine & clear, crew taking in cargo<br>& otherwise employed—                                               |

## BEARING &amp; DISTANCE AT NOON

[illegible]

## ON THE LOOK-OUT

Male.

Master

CHIEF OFFICER'S LOG.

| Hrs | Distance Run |         | WINDS—see Formula |       |          |         | REMARKS, &c.                              |       |          |         |
|-----|--------------|---------|-------------------|-------|----------|---------|-------------------------------------------|-------|----------|---------|
|     | Knots        | Fathoms | Direction         | Force | Sail Set | Lee Way | Remarks                                   | Force | Sail Set | Lee Way |
| 1   | 123          |         | Balls Wool        | 4.4   | Fairly   |         | fine clear, crew employed taking in       |       |          |         |
| 2   | 98           |         |                   | 4.4   | Fairly   |         | cargo.                                    |       |          |         |
| 3   | 94           |         |                   | 4.4   | Fairly   |         |                                           |       |          |         |
| 4   |              |         |                   |       |          |         | Monday Dec 9 <sup>th</sup>                |       |          |         |
| 5   | 240          |         | Balls Wool        | 4.4   | Fairly   |         | fresh breeze clear fine crew taking in    |       |          |         |
| 6   | 116          |         |                   | 4.4   | Fairly   |         | cargo.                                    |       |          |         |
| 7   |              |         |                   |       |          |         | Tuesday Dec 10 <sup>th</sup>              |       |          |         |
| 8   | 224          |         | Balls Wool        | 4.4   | Fairly   |         | fine clear, crew employed taking in cargo |       |          |         |
| 9   |              |         |                   |       |          |         | otherwise employed.                       |       |          |         |
| 10  |              |         |                   |       |          |         | Wednesday Dec 11 <sup>th</sup>            |       |          |         |
| 11  | 98           |         | Balls Wool        | 4.4   | Fairly   |         | fine clear, crew employed taking          |       |          |         |
| 12  |              |         |                   |       |          |         | in cargo & otherwise employed             |       |          |         |
| 1   |              |         |                   |       |          |         | Thursday Dec 12 <sup>th</sup>             |       |          |         |
| 2   | 99           |         | Balls Wool        | 4.4   | Fairly   |         | fine clear weather, crew employed         |       |          |         |
| 3   | 125          |         |                   | 4.4   | Fairly   |         | taking in cargo.                          |       |          |         |
| 4   | 14           |         | Rockies           |       |          |         |                                           |       |          |         |
| 5   |              |         |                   |       |          |         | Friday Dec 13 <sup>th</sup>               |       |          |         |
| 6   | 22           |         | Balls Wool        | 4.4   | Fairly   |         | fine clear, crew employed                 |       |          |         |
| 7   | 136          |         |                   | 4.4   | Fairly   |         | taking in cargo.                          |       |          |         |
| 8   |              |         |                   |       |          |         | Saturday Dec 14 <sup>th</sup>             |       |          |         |
| 9   | 54           |         | Balls Wool        | 4.4   | Fairly   |         | fine clear, crew employed taking          |       |          |         |
| 10  |              |         |                   |       |          |         | in cargo also sent up top galley          |       |          |         |
| 11  |              |         |                   |       |          |         | for duty & sent out                       |       |          |         |
| 12  |              |         |                   |       |          |         |                                           |       |          |         |

BEARING & DISTANCE AT NOON

| COURSE | DISTANCE | Difference Latitude | Departure | Latitude by Account | Latitude Observed | Difference of Longitude | Longitude by Account | Longitude by Chronometer | Longitude Observed | Variation | Distance Run per Patent Log |
|--------|----------|---------------------|-----------|---------------------|-------------------|-------------------------|----------------------|--------------------------|--------------------|-----------|-----------------------------|
|        |          |                     |           |                     |                   |                         |                      |                          |                    |           |                             |

ON THE LOOKOUT

| From | To | NAME | From | To | NAME |
|------|----|------|------|----|------|
|      |    |      |      |    |      |

Male.

Master.

CHIEF OFFICER'S LOG.

| Hrs | Distance Run |         | WINDS—see Formula |       |          |         | REMARKS, &c.                                |       |          |         |
|-----|--------------|---------|-------------------|-------|----------|---------|---------------------------------------------|-------|----------|---------|
|     | Knots        | Fathoms | Direction         | Force | Sail Set | Lee Way | Remarks                                     | Force | Sail Set | Lee Way |
| 1   | 98           |         | Balls Wool        | 4.4   | Fairly   |         | fine clear, crew getting ship ready for     |       |          |         |
| 2   |              |         |                   |       |          |         | sea also taking in cargo.                   |       |          |         |
| 3   |              |         |                   |       |          |         | End day Dec 17 <sup>th</sup> /95.           |       |          |         |
| 4   | 16           |         | Balls Wool        | 4.4   | Fairly   |         | fine clear, crew employed getting           |       |          |         |
| 5   |              |         |                   |       |          |         | ship ready for sea, also taking in          |       |          |         |
| 6   |              |         |                   |       |          |         | Wool—finished loading at 5 <sup>th</sup> PM |       |          |         |
| 7   |              |         |                   |       |          |         | Wednesday Dec 18 <sup>th</sup> /95.         |       |          |         |
| 8   |              |         |                   |       |          |         | 3 AM. Here at anchor & proceeded to         |       |          |         |
| 9   |              |         |                   |       |          |         | sea under all sail wind—4th                 |       |          |         |
| 10  |              |         |                   |       |          |         | west variable slight.                       |       |          |         |
| 11  |              |         |                   |       |          |         | Here End Harbor Log.                        |       |          |         |
| 12  |              |         |                   |       |          |         |                                             |       |          |         |

BEARING & DISTANCE AT NOON

| COURSE | DISTANCE | Difference Latitude | Departure | Latitude by Account | Latitude Observed | Difference of Longitude | Longitude by Account | Longitude by Chronometer | Longitude Observed | Variation | Distance Run per Patent Log |
|--------|----------|---------------------|-----------|---------------------|-------------------|-------------------------|----------------------|--------------------------|--------------------|-----------|-----------------------------|
|        |          |                     |           |                     |                   |                         |                      |                          |                    |           |                             |

ON THE LOOK-OUT

| From | To | NAME | From | To | NAME |
|------|----|------|------|----|------|
|      |    |      |      |    |      |

Male.

Master.

## CHIEF OFFICER'S LOG.

| Hrs | Distance Run |         | WINDS—see Formula |       | Sail Set | Lee Way | Barometer | Temperature Air | Temperature Water | Deviation | REMARKS, &c.                        |
|-----|--------------|---------|-------------------|-------|----------|---------|-----------|-----------------|-------------------|-----------|-------------------------------------|
|     | Knots        | Fathoms | Direction         | Force |          |         |           |                 |                   |           |                                     |
| 1   | 6.0          | 3       | NE                | 3     |          |         |           |                 |                   |           | Thursday Dec 19 <sup>th</sup> 1895. |
| 2   |              | 3       |                   |       |          |         |           |                 |                   |           | This day begins with light NW       |
| 3   |              | 3       |                   |       |          |         |           |                 |                   |           | wind, clear fine, sea smooth        |
| 4   |              | 3       |                   |       |          |         |           |                 |                   |           | Kudnapin Bearing N 2 W, 6 miles     |
| 5   |              | 3       |                   |       |          |         |           |                 |                   |           | Crew employed securing all masts    |
| 6   |              | 3       |                   |       |          |         |           |                 |                   |           | around the deck, anchor &c          |
| 7   |              | 3       |                   |       |          |         |           |                 |                   |           | Carpenter at his trade              |
| 8   | 6.0          | 3       | NE                | 1     |          |         |           |                 |                   |           | Sailmaker ditto                     |
| 9   |              | 3       |                   |       |          |         |           |                 |                   |           |                                     |
| 10  |              | 3       |                   |       |          |         |           |                 |                   |           |                                     |
| 11  |              | 3       |                   |       |          |         |           |                 |                   |           |                                     |
| 12  | 6.0          | 3       | NE                | 1     |          |         |           |                 |                   |           | With light variable wind, sea       |
| 1   |              | 3       |                   |       |          |         |           |                 |                   |           | smooth, sky clear, yards kept       |
| 2   |              | 3       |                   |       |          |         |           |                 |                   |           | constantly trimmed                  |
| 3   |              | 3       | W                 |       |          |         |           |                 |                   |           |                                     |
| 4   |              | 3       |                   |       |          |         |           |                 |                   |           |                                     |
| 5   |              | 2       |                   |       |          |         |           |                 |                   |           |                                     |
| 6   |              | 2       | NE                |       |          |         |           |                 |                   |           |                                     |
| 7   | 6.0          | 2       |                   |       |          |         |           |                 |                   |           |                                     |
| 8   |              | 2       |                   |       |          |         |           |                 |                   |           |                                     |
| 9   | 6.0          | 2       |                   |       |          |         |           |                 |                   |           | All lights look out pumps           |
| 10  |              | 2       |                   |       |          |         |           |                 |                   |           | Ventilators & strictly attended to. |
| 11  |              | 2       |                   |       |          |         |           |                 |                   |           |                                     |
| 12  |              | 2       |                   |       |          |         |           |                 |                   |           |                                     |

BEARING &amp; DISTANCE AT NOON

| COURSE | DISTANCE | Difference Latitude | Departure | Latitude by Account | Latitude Observed | Difference of Longitude | Longitude by Account | Longitude by Chronometer | Longitude Observed | Variation | Distance Run per Patent Log |
|--------|----------|---------------------|-----------|---------------------|-------------------|-------------------------|----------------------|--------------------------|--------------------|-----------|-----------------------------|
| 65.7 E | 43       | 20                  | 24        | 39.16               | 39.54             | 42                      | 174.36               | 175.33                   | 175.33             | 10"       |                             |

ON THE LOOK OUT

| From | To |
|------|----|
| 6    | 8  |
| 8    | 10 |
| 10   | 12 |
| 12   | 2  |
| 2    | 4  |
| 4    | 6  |

NAME

Long  
Parker  
Redwell  
Parker  
Johnson  
Parker

LANTERNS HUNG OUT

From Sunset To Sunrise

C. Richmond

Mate.

Master.

## CHIEF OFFICER'S LOG.

| Hrs | Distance Run |         | WINDS—see Formula |       | Sail Set | Lee Way | Barometer | Temperature Air | Temperature Water | Deviation | REMARKS, &c.                         |
|-----|--------------|---------|-------------------|-------|----------|---------|-----------|-----------------|-------------------|-----------|--------------------------------------|
|     | Knots        | Fathoms | Direction         | Force |          |         |           |                 |                   |           |                                      |
| 1   | 6.0          | 3       | NE                | 3     |          |         |           |                 |                   |           | Friday Dec 20 <sup>th</sup> 1895.    |
| 2   |              | 3       |                   |       |          |         |           |                 |                   |           | This day begins with very light      |
| 3   |              | 3       |                   |       |          |         |           |                 |                   |           | SE wind & very unsteady, sea         |
| 4   |              | 3       |                   |       |          |         |           |                 |                   |           | smooth, sky clear.                   |
| 5   |              | 3       |                   |       |          |         |           |                 |                   |           | Crew variously employed sent at      |
| 6   |              | 3       |                   |       |          |         |           |                 |                   |           | for & when Royal Yacht sent out sail |
| 7   |              | 3       |                   |       |          |         |           |                 |                   |           | land & other main deck & foremast.   |
| 8   |              | 3       |                   |       |          |         |           |                 |                   |           | Carpenter & Sailmaker at their       |
| 9   |              | 3       |                   |       |          |         |           |                 |                   |           | respective trades.                   |
| 10  |              | 3       |                   |       |          |         |           |                 |                   |           |                                      |
| 11  |              | 3       |                   |       |          |         |           |                 |                   |           |                                      |
| 12  |              | 3       |                   |       |          |         |           |                 |                   |           |                                      |
| 1   |              | 3       |                   |       |          |         |           |                 |                   |           |                                      |
| 2   |              | 3       |                   |       |          |         |           |                 |                   |           |                                      |
| 3   |              | 3       |                   |       |          |         |           |                 |                   |           |                                      |
| 4   |              | 3       |                   |       |          |         |           |                 |                   |           |                                      |
| 5   |              | 3       |                   |       |          |         |           |                 |                   |           |                                      |
| 6   |              | 3       |                   |       |          |         |           |                 |                   |           |                                      |
| 7   |              | 3       |                   |       |          |         |           |                 |                   |           |                                      |
| 8   |              | 3       |                   |       |          |         |           |                 |                   |           |                                      |
| 9   |              | 3       |                   |       |          |         |           |                 |                   |           |                                      |
| 10  |              | 3       |                   |       |          |         |           |                 |                   |           |                                      |
| 11  |              | 3       |                   |       |          |         |           |                 |                   |           |                                      |
| 12  |              | 3       |                   |       |          |         |           |                 |                   |           |                                      |

BEARING &amp; DISTANCE AT NOON

| COURSE | DISTANCE | Difference Latitude | Departure | Latitude by Account | Latitude Observed | Difference of Longitude | Longitude by Account | Longitude by Chronometer | Longitude Observed | Variation | Distance Run per Patent Log |
|--------|----------|---------------------|-----------|---------------------|-------------------|-------------------------|----------------------|--------------------------|--------------------|-----------|-----------------------------|
| 48.8   | 61       | 15                  | 60        | 40.09               | 40.31             | 48                      | 178.40               | 178.40                   | 178.45             | 16"       |                             |

ON THE LOOK OUT

| From | To |
|------|----|
| 8    | 10 |
| 10   | 12 |
| 12   | 2  |
| 2    | 4  |
| 4    | 6  |

NAME

Redwell  
Parker  
Long  
Hacker

LANTERNS HUNG OUT

From Sunset To Sunrise

C. Richmond

Mate.

Master.

Europe  
Napier

London

## CHIEF OFFICER'S LOG

| Hrs | Distance Run |         | WINDS—see Formula |       |          |         | REMARKS, &c.                        |  |  |  |  |  |
|-----|--------------|---------|-------------------|-------|----------|---------|-------------------------------------|--|--|--|--|--|
|     | Knots        | Fathoms | Direction         | Force | Sail Set | Lee Way |                                     |  |  |  |  |  |
| 1   | 1            |         | North             | 1     |          |         | Saturday Dec 21 <sup>st</sup> 1895. |  |  |  |  |  |
| 2   | 1            |         |                   |       |          |         | This day begins with calm &         |  |  |  |  |  |
| 3   | 1            |         |                   |       |          |         | light air from the northward        |  |  |  |  |  |
| 4   | 1            |         |                   |       |          |         | sky cloudless, sea smooth           |  |  |  |  |  |
| 5   | 1            |         |                   |       |          |         | Even variously employed getting     |  |  |  |  |  |
| 6   | 1            |         |                   |       |          |         | men for fish out of a coil of       |  |  |  |  |  |
| 7   | 1            |         |                   |       |          |         | lanyard rope.                       |  |  |  |  |  |
| 8   | 1            |         |                   |       |          |         | Carpenter, oiling down aloft also   |  |  |  |  |  |
| 9   | 1            |         |                   |       |          |         | Boiler, worked downy engine &       |  |  |  |  |  |
| 10  | 1            |         |                   |       |          |         | shovelling gear.                    |  |  |  |  |  |
| 11  | 1            |         |                   |       |          |         | Sailmaker at his trade.             |  |  |  |  |  |
| 12  | 1            |         |                   |       |          |         |                                     |  |  |  |  |  |
| 1   | 1            |         | North             | 1     |          |         | Starlight continued light air       |  |  |  |  |  |
| 2   | 1            |         |                   |       |          |         | from the northward, low bank        |  |  |  |  |  |
| 3   | 1            |         |                   |       |          |         | of cloud rising slowly in           |  |  |  |  |  |
| 4   | 1            |         |                   |       |          |         | the northward.                      |  |  |  |  |  |
| 5   | 1            |         |                   |       |          |         |                                     |  |  |  |  |  |
| 6   | 1            |         |                   |       |          |         |                                     |  |  |  |  |  |
| 7   | 1            |         |                   |       |          |         |                                     |  |  |  |  |  |
| 8   | 1            |         |                   |       |          |         |                                     |  |  |  |  |  |
| 9   | 1            |         |                   |       |          |         | All light lookout pumps &           |  |  |  |  |  |
| 10  | 1            |         |                   |       |          |         | Ventilator strictly attended to     |  |  |  |  |  |
| 11  | 1            |         |                   |       |          |         |                                     |  |  |  |  |  |
| 12  | 1            |         |                   |       |          |         |                                     |  |  |  |  |  |

## BEARING &amp; DISTANCE AT NOON

| COURSE | DISTANCE | Difference Latitude | Departure | Latitude by Account | Latitude Observed | Difference of Longitude | Longitude by Account | Longitude by Chronometer | Longitude Observed | Variation | Distance Run per Patent Log |
|--------|----------|---------------------|-----------|---------------------|-------------------|-------------------------|----------------------|--------------------------|--------------------|-----------|-----------------------------|
| N 56   | 29       | 8'                  | 26        | 40 09               | 40 21             | 11                      | 179 11               | 179 24                   | 179 24             | 15 E      |                             |

## ON THE LOOK-OUT

| From | To |
|------|----|
| 8    | 10 |
| 10   | 12 |
| 12   | 2  |
| 2    | 4  |
| 4    | 6  |

## NAME

Ree  
Pollard  
Bridwell  
Parsons  
Long

## LANTERNS HUNG OUT

From Sunset To Sunrise

C Richmond

Mate.

Master.

Europe  
Napier

London

## CHIEF OFFICER'S LOG.

| Hrs | Distance Run |         | WINDS—see Formula |       |          |         | REMARKS, &c.                           |  |  |  |  |  |
|-----|--------------|---------|-------------------|-------|----------|---------|----------------------------------------|--|--|--|--|--|
|     | Knots        | Fathoms | Direction         | Force | Sail Set | Lee Way |                                        |  |  |  |  |  |
| 1   | 3            |         | North             | 3     |          |         | Saturday Dec 21 <sup>st</sup> 1895.    |  |  |  |  |  |
| 2   | 3            |         |                   |       |          |         | This day begins with pleasant          |  |  |  |  |  |
| 3   | 3            |         |                   |       |          |         | breeze from the northward steady       |  |  |  |  |  |
| 4   | 3            |         |                   |       |          |         | sea smooth, weather exceptionally fine |  |  |  |  |  |
| 5   | 3            |         |                   |       |          |         | faint clouds from N.W.                 |  |  |  |  |  |
| 9   | 3            |         |                   |       |          |         | People employed rearing the            |  |  |  |  |  |
| 7   | 3            |         |                   |       |          |         | new lower main topsail battens, main   |  |  |  |  |  |
| 8   | 3            |         |                   |       |          |         | topsail brace whips, topmast sheet     |  |  |  |  |  |
| 9   | 3            |         |                   |       |          |         | sheet whips,                           |  |  |  |  |  |
| 10  | 3            |         |                   |       |          |         | Carpenter & sailmaker at their         |  |  |  |  |  |
| 11  | 3            |         |                   |       |          |         | respective trades                      |  |  |  |  |  |
| 12  | 3            |         |                   |       |          |         |                                        |  |  |  |  |  |
| 1   | 4            |         | North             | 4     |          |         | Breeze gradually gaining more          |  |  |  |  |  |
| 2   | 4            |         |                   |       |          |         | strength & inclined to draw            |  |  |  |  |  |
| 3   | 4            |         |                   |       |          |         | to the westward of N. general          |  |  |  |  |  |
| 4   | 4            |         |                   |       |          |         | clouds, coming from the N.W.           |  |  |  |  |  |
| 5   | 4            |         |                   |       |          |         |                                        |  |  |  |  |  |
| 9   | 4            |         |                   |       |          |         |                                        |  |  |  |  |  |
| 7   | 4            |         |                   |       |          |         |                                        |  |  |  |  |  |
| 8   | 4            |         |                   |       |          |         | All light, lookouts, pumps &           |  |  |  |  |  |
| 9   | 4            |         |                   |       |          |         | Ventilators strictly attended to.      |  |  |  |  |  |
| 10  | 4            |         |                   |       |          |         |                                        |  |  |  |  |  |
| 11  | 4            |         |                   |       |          |         |                                        |  |  |  |  |  |
| 12  | 4            |         |                   |       |          |         |                                        |  |  |  |  |  |

## BEARING &amp; DISTANCE AT NOON.

| COURSE | DISTANCE | Difference Latitude | Departure | Latitude by Account | Latitude Observed | Difference of Longitude | Longitude by Account | Longitude by Chronometer | Longitude Observed | Variation | Distance Run per Patent Log |
|--------|----------|---------------------|-----------|---------------------|-------------------|-------------------------|----------------------|--------------------------|--------------------|-----------|-----------------------------|
| N 56   | 88       | 39'                 | 44        | 40 36               | 40 36             | 105                     | 178 48               | 178 49                   | 178 49             | 15 E      |                             |

## ON THE LOOK-OUT

| From | To |
|------|----|
| 8    | 10 |
| 10   | 12 |
| 12   | 2  |
| 2    | 4  |
| 4    | 5  |

## NAME

Pollard  
Bridwell  
Long  
Parsons

## LANTERNS HUNG OUT

From Sunset To Sunrise

C Richmond

Mate.

Master.

## CHIEF OFFICER'S LOG

| Hrs. | Distance Run |       | WINDS—see Formula. |           |       |          | REMARKS, &c. |           |                 |                   |           |
|------|--------------|-------|--------------------|-----------|-------|----------|--------------|-----------|-----------------|-------------------|-----------|
|      | Course       | Knots | Pace               | Direction | Force | Sail Set | Lee Way      | Barometer | Temperature Air | Temperature Water | Deviation |
| 1    | East         | 7     |                    | WNW       | 6     |          |              | 30.63     | 58              | 38                |           |
| 2    |              | 7     |                    |           |       |          |              |           |                 |                   |           |
| 3    |              | 7     |                    |           |       |          |              |           |                 |                   |           |
| 4    |              | 7     |                    |           |       |          |              |           |                 |                   |           |
| 5    |              | 7     |                    |           |       |          |              |           |                 |                   |           |
| 6    |              | 7     |                    |           |       |          |              |           |                 |                   |           |
| 7    |              | 7     |                    |           |       |          |              |           |                 |                   |           |
| 8    |              | 7     |                    |           |       |          |              |           |                 |                   |           |
| 9    |              | 7     |                    |           |       |          |              |           |                 |                   |           |
| 10   |              | 7     |                    |           |       |          |              |           |                 |                   |           |
| 11   |              | 7     |                    |           |       |          |              |           |                 |                   |           |
| 12   |              | 7     |                    |           |       |          |              |           |                 |                   |           |
| 1    | East         | 7     |                    | WNW       | 6     |          |              | 30.61     | 57              | 35                |           |
| 2    |              | 7     |                    |           |       |          |              |           |                 |                   |           |
| 3    |              | 7     |                    |           |       |          |              |           |                 |                   |           |
| 4    |              | 7     |                    |           |       |          |              |           |                 |                   |           |
| 5    |              | 7     |                    |           |       |          |              |           |                 |                   |           |
| 6    |              | 7     |                    |           |       |          |              |           |                 |                   |           |
| 7    |              | 7     |                    |           |       |          |              |           |                 |                   |           |
| 8    |              | 7     |                    |           |       |          |              |           |                 |                   |           |
| 9    |              | 7     |                    |           |       |          |              |           |                 |                   |           |
| 10   |              | 7     |                    |           |       |          |              |           |                 |                   |           |
| 11   |              | 7     |                    |           |       |          |              |           |                 |                   |           |
| 12   |              | 7     |                    |           |       |          |              |           |                 |                   |           |

BEARING &amp; DISTANCE AT NOON

| COURSE | DISTANCE | Difference Latitude | Departure | Latitude by Account | Latitude Observed | Difference of Longitude | Longitude by Account | Longitude by Chronometer | Longitude Observed | Variation | Distance Run per Patent Log |
|--------|----------|---------------------|-----------|---------------------|-------------------|-------------------------|----------------------|--------------------------|--------------------|-----------|-----------------------------|
| 848    | 144      | 32'                 | 144       | 41° 10'             | 41° 10'           | 335'                    | 174° 55'             | 174° 57'                 | 174° 59'           | 14° 8'    |                             |

ON THE LOOK-OUT

| From | To |
|------|----|
| 8    | 10 |
| 10   | 12 |
| 12   | 2  |
| 2    | 4  |
| 4    | 6  |

NAME

Redwell  
Parsons  
Long  
Lawson

LANTERNS HUNG OUT

From Sunset To Sunrise

Richmond  
Mate.

Master.

## CHIEF OFFICER'S LOG

| Hrs. | Distance Run |       | WINDS—see Formula. |           |       |          | REMARKS, &c. |           |                 |                   |           |
|------|--------------|-------|--------------------|-----------|-------|----------|--------------|-----------|-----------------|-------------------|-----------|
|      | Course       | Knots | Pace               | Direction | Force | Sail Set | Lee Way      | Barometer | Temperature Air | Temperature Water | Deviation |
| 1    | East         | 5     |                    | West      | 5     |          |              | 30.62     | 58              | 48                |           |
| 2    |              | 5     |                    |           |       |          |              |           |                 |                   |           |
| 3    |              | 5     |                    |           |       |          |              |           |                 |                   |           |
| 4    |              | 5     |                    |           |       |          |              |           |                 |                   |           |
| 5    |              | 5     |                    |           |       |          |              |           |                 |                   |           |
| 9    |              | 5     |                    |           |       |          |              |           |                 |                   |           |
| 7    |              | 5     |                    |           |       |          |              |           |                 |                   |           |
| 8    |              | 5     |                    | WSW       | 4     |          |              | 29.6      |                 |                   |           |
| 9    |              | 4     |                    |           |       |          |              |           |                 |                   |           |
| 10   |              | 4     |                    |           |       |          |              |           |                 |                   |           |
| 11   |              | 4     |                    |           |       |          |              |           |                 |                   |           |
| 12   |              | 4     |                    |           |       |          |              | 30.57     |                 |                   |           |
| 1    | East         | 4     |                    | SW        |       |          |              | 29.6      |                 |                   |           |
| 2    |              | 4     |                    |           |       |          |              |           |                 |                   |           |
| 3    |              | 4     |                    |           |       |          |              |           |                 |                   |           |
| 4    |              | 4     |                    |           |       |          |              |           |                 |                   |           |
| 5    |              | 4     |                    |           |       |          |              |           |                 |                   |           |
| 9    |              | 4     |                    |           |       |          |              |           |                 |                   |           |
| 7    |              | 4     |                    |           |       |          |              |           |                 |                   |           |
| 8    |              | 4     |                    |           |       |          |              |           |                 |                   |           |
| 9    |              | 5     |                    |           |       |          |              |           |                 |                   |           |
| 10   |              | 5     |                    |           |       |          |              |           |                 |                   |           |
| 11   |              | 5     |                    |           |       |          |              |           |                 |                   |           |
| 12   |              | 5     |                    |           |       |          |              |           |                 |                   |           |

BEARING &amp; DISTANCE AT NOON

| COURSE | DISTANCE | Difference Latitude | Departure | Latitude by Account | Latitude Observed | Difference of Longitude | Longitude by Account | Longitude by Chronometer | Longitude Observed | Variation | Distance Run per Patent Log |
|--------|----------|---------------------|-----------|---------------------|-------------------|-------------------------|----------------------|--------------------------|--------------------|-----------|-----------------------------|
| 758    | 100      | 26'                 | 96        | 41° 11'             | 41° 11'           | 156'                    | 173° 30'             | 173° 29'                 | 173° 29'           | 14° 8'    |                             |

ON THE LOOK-OUT

| From | To |
|------|----|
| 8    | 10 |
| 10   | 12 |
| 12   | 2  |
| 2    | 4  |
| 4    | 6  |

NAME

Redwell  
Parsons  
Long  
Lawson

LANTERNS HUNG OUT

From Sunset To Sunrise

Richmond  
Mate.

Master.

## CHIEF OFFICER'S LOG.

| Hrs | Course | Distance Run<br>Knots<br>Fathoms | WINDS—see Formula<br>Direction Force | Sail Set | Lee Way | Barometer | Temperature<br>Air | Temperature<br>Water | Deviation | REMARKS, &c.                                                                                                                            |
|-----|--------|----------------------------------|--------------------------------------|----------|---------|-----------|--------------------|----------------------|-----------|-----------------------------------------------------------------------------------------------------------------------------------------|
|     |        |                                  |                                      |          |         |           |                    |                      |           | Tuesday Dec 24 <sup>th</sup> 1895.                                                                                                      |
| 1   | East   | 6                                | SW                                   | 6        |         | 30.00     | 54.8               |                      |           | This day begins with freshening breeze from the S.W. clear & fine, sea moderate, easterly swell, light gamula. Drift from the Westward. |
| 2   |        | 6                                |                                      |          |         |           |                    |                      |           |                                                                                                                                         |
| 3   |        | 6                                |                                      |          |         |           |                    |                      |           |                                                                                                                                         |
| 4   |        | 6                                |                                      |          |         |           |                    |                      |           |                                                                                                                                         |
| 5   |        | 6                                |                                      |          |         |           |                    |                      |           |                                                                                                                                         |
| 6   |        | 6                                |                                      |          |         |           |                    |                      |           |                                                                                                                                         |
| 7   |        | 6                                |                                      |          |         |           |                    |                      |           |                                                                                                                                         |
| 8   |        | 6                                |                                      |          |         |           |                    |                      |           |                                                                                                                                         |
| 9   |        | 6                                |                                      |          |         |           |                    |                      |           |                                                                                                                                         |
| 10  |        | 6                                |                                      |          |         |           |                    |                      |           |                                                                                                                                         |
| 11  |        | 6                                |                                      |          |         |           |                    |                      |           |                                                                                                                                         |
| 12  | East   | 6                                | WSW                                  | 4        |         | 30.00     | 54.8               |                      |           | People variously employed Carpenters & Sailmakers at their respective trades                                                            |
| 1   |        | 6                                |                                      |          |         |           |                    |                      |           |                                                                                                                                         |
| 2   |        | 6                                |                                      |          |         |           |                    |                      |           |                                                                                                                                         |
| 3   |        | 6                                |                                      |          |         |           |                    |                      |           |                                                                                                                                         |
| 4   |        | 6                                |                                      |          |         |           |                    |                      |           |                                                                                                                                         |
| 5   |        | 6                                |                                      |          |         |           |                    |                      |           |                                                                                                                                         |
| 6   |        | 6                                |                                      |          |         |           |                    |                      |           |                                                                                                                                         |
| 7   |        | 6                                |                                      |          |         |           |                    |                      |           |                                                                                                                                         |
| 8   |        | 6                                |                                      |          |         |           |                    |                      |           |                                                                                                                                         |
| 9   |        | 6                                |                                      |          |         |           |                    |                      |           |                                                                                                                                         |
| 10  |        | 6                                |                                      |          |         |           |                    |                      |           |                                                                                                                                         |
| 11  |        | 6                                |                                      |          |         |           |                    |                      |           |                                                                                                                                         |
| 12  |        | 6                                |                                      |          |         |           |                    |                      |           |                                                                                                                                         |

BEARING &amp; DISTANCE AT NOON

| COURSE  | DISTANCE | Difference Latitude | Departure | Latitude by Account | Latitude Observed | Difference of Longitude | Longitude by Account | Longitude by Chronometer | Longitude Observed | Variation | Distance Run per Patent Log |
|---------|----------|---------------------|-----------|---------------------|-------------------|-------------------------|----------------------|--------------------------|--------------------|-----------|-----------------------------|
| S 44° E | 166      | 36                  | 167       | 43° 16'             | 42° 54'           | 218                     | 169° 56'             | 169° 57'                 | 169° 51'           | 13° E     |                             |

ON THE LOOK-OUT

| From | To | NAME     | From | To | NAME     |
|------|----|----------|------|----|----------|
| 8    | 10 | Richmond | 8    | 10 | Richmond |
| 10   | 12 | Bedwell  | 10   | 12 | Bedwell  |
| 12   | 2  | Pollok   | 12   | 2  | Pollok   |
| 2    | 4  | Parsons  | 2    | 4  | Parsons  |
| 4    | 6  |          | 4    | 6  |          |

Richmond Mate.

Master.

## CHIEF OFFICER'S LOG.

| Hrs | Course | Distance Run<br>Knots<br>Fathoms | WINDS—see Formula<br>Direction Force | Sail Set | Lee Way | Barometer | Temperature<br>Air | Temperature<br>Water | Deviation | REMARKS, &c.                                                                                                          |
|-----|--------|----------------------------------|--------------------------------------|----------|---------|-----------|--------------------|----------------------|-----------|-----------------------------------------------------------------------------------------------------------------------|
|     |        |                                  |                                      |          |         |           |                    |                      |           | Wednesday Dec 25 <sup>th</sup> 1895.                                                                                  |
| 1   | SW     | 6                                | Windy                                | 6        |         | 30.00     | 61.60              |                      |           | This day begins with fresh & moderate winds from the Westward, sky clear weather fine, sea moderate, southerly swell. |
| 2   |        | 6                                |                                      |          |         |           |                    |                      |           |                                                                                                                       |
| 3   |        | 6                                |                                      |          |         |           |                    |                      |           |                                                                                                                       |
| 4   |        | 6                                |                                      |          |         |           |                    |                      |           |                                                                                                                       |
| 5   |        | 6                                |                                      |          |         |           |                    |                      |           |                                                                                                                       |
| 6   |        | 6                                |                                      |          |         |           |                    |                      |           |                                                                                                                       |
| 7   |        | 6                                |                                      |          |         |           |                    |                      |           |                                                                                                                       |
| 8   |        | 6                                |                                      |          |         |           |                    |                      |           |                                                                                                                       |
| 9   |        | 6                                |                                      |          |         |           |                    |                      |           |                                                                                                                       |
| 10  |        | 6                                |                                      |          |         |           |                    |                      |           |                                                                                                                       |
| 11  |        | 6                                |                                      |          |         |           |                    |                      |           |                                                                                                                       |
| 12  | SW     | 6                                | Windy                                | 6        |         | 30.00     | 61.60              |                      |           | Christmas held as a holiday today                                                                                     |
| 1   |        | 6                                |                                      |          |         |           |                    |                      |           |                                                                                                                       |
| 2   |        | 6                                |                                      |          |         |           |                    |                      |           |                                                                                                                       |
| 3   |        | 6                                |                                      |          |         |           |                    |                      |           |                                                                                                                       |
| 4   |        | 6                                |                                      |          |         |           |                    |                      |           |                                                                                                                       |
| 5   |        | 6                                |                                      |          |         |           |                    |                      |           |                                                                                                                       |
| 6   |        | 6                                |                                      |          |         |           |                    |                      |           |                                                                                                                       |
| 7   |        | 6                                |                                      |          |         |           |                    |                      |           |                                                                                                                       |
| 8   |        | 6                                |                                      |          |         |           |                    |                      |           |                                                                                                                       |
| 9   |        | 6                                |                                      |          |         |           |                    |                      |           |                                                                                                                       |
| 10  |        | 6                                |                                      |          |         |           |                    |                      |           |                                                                                                                       |
| 11  |        | 6                                |                                      |          |         |           |                    |                      |           |                                                                                                                       |
| 12  |        | 6                                |                                      |          |         |           |                    |                      |           |                                                                                                                       |

BEARING &amp; DISTANCE AT NOON

| COURSE  | DISTANCE | Difference Latitude | Departure | Latitude by Account | Latitude Observed | Difference of Longitude | Longitude by Account | Longitude by Chronometer | Longitude Observed | Variation | Distance Run per Patent Log |
|---------|----------|---------------------|-----------|---------------------|-------------------|-------------------------|----------------------|--------------------------|--------------------|-----------|-----------------------------|
| S 44° E | 124      | 86                  | 126       | 42° 45'             | 42° 17'           | 142                     | 166° 54'             | 166° 54'                 | 166° 54'           | 16° E     |                             |

ON THE LOOK-OUT

| From | To | NAME    | From | To | NAME    |
|------|----|---------|------|----|---------|
| 8    | 10 | Pollok  | 8    | 10 | Pollok  |
| 10   | 12 | Long    | 10   | 12 | Long    |
| 12   | 2  | Bedwell | 12   | 2  | Bedwell |
| 2    | 4  | Parsons | 2    | 4  | Parsons |
| 4    | 6  |         | 4    | 6  |         |

Richmond

Mate.

Master.

## CHIEF OFFICER'S LOG

| Hrs | Course | Distance Run | WINDS—see Formula | Direction | Force | Sail Set | Lee Way | Barometer | Temperature Air | Temperature Water | Deviation | REMARKS, &c.                                        |
|-----|--------|--------------|-------------------|-----------|-------|----------|---------|-----------|-----------------|-------------------|-----------|-----------------------------------------------------|
|     |        | Knots        | Puffs             |           |       |          |         |           |                 |                   |           |                                                     |
| 1   | East   | 6            | 1                 | Windy     | 6     |          |         | 30.6      | 60              | 45                |           | Thursday Dec 26 <sup>th</sup> 1895.                 |
| 2   |        | 6            | 1                 |           |       |          |         |           |                 |                   |           | This day begins with fresh breeze from the Westward |
| 3   |        | 6            | 1                 |           |       |          |         |           |                 |                   |           | clear fine southerly swell                          |
| 4   |        | 6            | 1                 |           |       |          |         |           |                 |                   |           | sea otherwise moderate                              |
| 5   |        | 6            | 1                 |           |       |          |         |           |                 |                   |           | Cumulus clouds moving rapidly from the S.W.         |
| 6   |        | 6            | 1                 |           |       |          |         |           |                 |                   |           |                                                     |
| 7   |        | 6            | 1                 |           |       |          |         |           |                 |                   |           | People variously employed                           |
| 8   |        | 6            | 1                 |           |       |          |         |           |                 |                   |           | Carpenter & Sailmaker at their respective trades.   |
| 9   |        | 6            | 1                 |           |       |          |         |           |                 |                   |           |                                                     |
| 10  |        | 6            | 1                 |           |       |          |         |           |                 |                   |           |                                                     |
| 11  |        | 6            | 1                 |           |       |          |         |           |                 |                   |           |                                                     |
| 12  |        | 6            | 1                 |           |       |          |         |           |                 |                   |           |                                                     |
| 1   | East   | 4            | 1                 | Windy     | 4     |          |         | 30.6      | 59              | 45                |           | fresh westerly winds                                |
| 2   |        | 4            | 1                 |           |       |          |         |           |                 |                   |           | cloudy fine, heavy dew                              |
| 3   |        | 4            | 1                 |           |       |          |         |           |                 |                   |           | falling all night                                   |
| 4   |        | 4            | 1                 |           |       |          |         |           |                 |                   |           |                                                     |
| 5   |        | 4            | 1                 |           |       |          |         |           |                 |                   |           |                                                     |
| 6   |        | 4            | 1                 |           |       |          |         |           |                 |                   |           |                                                     |
| 7   |        | 4            | 1                 |           |       |          |         |           |                 |                   |           | All light lookouts pumped                           |
| 8   |        | 4            | 1                 |           |       |          |         |           |                 |                   |           | & Ventilator properly attended to.                  |
| 9   |        | 4            | 1                 |           |       |          |         |           |                 |                   |           |                                                     |
| 10  |        | 4            | 1                 |           |       |          |         |           |                 |                   |           |                                                     |
| 11  |        | 4            | 1                 |           |       |          |         |           |                 |                   |           |                                                     |
| 12  |        | 4            | 1                 |           |       |          |         |           |                 |                   |           |                                                     |

BEARING &amp; DISTANCE AT NOON

| COURSE | DISTANCE | Difference Latitude | Departure | Latitude by Account | Latitude Observed | Difference of Longitude | Longitude by Account | Longitude by Chronometer | Longitude Observed | Variation | Distance Run per Patent Log |
|--------|----------|---------------------|-----------|---------------------|-------------------|-------------------------|----------------------|--------------------------|--------------------|-----------|-----------------------------|
| 87 1/2 | 166      | 33                  | 167       | 43.16               | 43.15             | 221                     | 163.10               | 163.11                   | 163.11             | 15 E.     |                             |

ON THE LOOK-OUT

| From | To |
|------|----|
| 8    | 10 |
| 10   | 12 |
| 12   | 2  |
| 2    | 4  |
| 4    | 5  |

NAME

His  
Bedwell  
Poller  
Long  
Patton

LANTERNS HUNG OUT

From Sunset To Sunrise

C Richmond

Mate.

Master.

## CHIEF OFFICER'S LOG.

| Hrs | Course | Distance Run | WINDS—see Formula | Direction | Force | Sail Set | Lee Way | Barometer | Temperature Air | Temperature Water | Deviation | REMARKS, &c.                                                    |
|-----|--------|--------------|-------------------|-----------|-------|----------|---------|-----------|-----------------|-------------------|-----------|-----------------------------------------------------------------|
|     |        | Knots        | Puffs             |           |       |          |         |           |                 |                   |           |                                                                 |
| 1   | East   | 5            | 1                 | WSW       | 5     |          |         | 30.6      | 58              | 45                |           | Friday Dec 27 <sup>th</sup> 1895.                               |
| 2   |        | 5            | 1                 |           |       |          |         |           |                 |                   |           | This day begins with moderate breeze from W. Sw. clear fine sea |
| 3   |        | 5            | 1                 |           |       |          |         |           |                 |                   |           | moderate, southerly swell.                                      |
| 4   |        | 5            | 1                 |           |       |          |         |           |                 |                   |           | Cumulus from the S.W.                                           |
| 5   |        | 5            | 1                 |           |       |          |         |           |                 |                   |           |                                                                 |
| 9   |        | 5            | 1                 |           |       |          |         |           |                 |                   |           | People variously employed                                       |
| 7   |        | 5            | 1                 | SW        |       |          |         |           |                 |                   |           | Carpenter & Sailmaker at their respective trades.               |
| 8   |        | 5            | 1                 |           |       |          |         |           |                 |                   |           |                                                                 |
| 9   |        | 5            | 1                 |           |       |          |         |           |                 |                   |           |                                                                 |
| 10  |        | 5            | 1                 |           |       |          |         |           |                 |                   |           |                                                                 |
| 11  |        | 5            | 1                 |           |       |          |         |           |                 |                   |           |                                                                 |
| 12  |        | 5            | 1                 |           |       |          |         |           |                 |                   |           |                                                                 |
| 1   | East   | 4            | 1                 | SW        | 5     |          |         | 30.6      | 58              | 45                |           | Mid-wind hauling southerly                                      |
| 2   |        | 4            | 1                 |           |       |          |         |           |                 |                   |           | breeze yards up. moderate                                       |
| 3   |        | 4            | 1                 |           |       |          |         |           |                 |                   |           | fine, sky clear, light Cumulus                                  |
| 4   |        | 4            | 1                 |           |       |          |         |           |                 |                   |           | swell from the S.W.                                             |
| 5   |        | 4            | 1                 |           |       |          |         |           |                 |                   |           |                                                                 |
| 9   |        | 4            | 1                 |           |       |          |         |           |                 |                   |           |                                                                 |
| 7   |        | 4            | 1                 |           |       |          |         |           |                 |                   |           | All light lookouts pumped                                       |
| 8   |        | 4            | 1                 |           |       |          |         |           |                 |                   |           | & Ventilator strictly attended to.                              |
| 9   |        | 4            | 1                 |           |       |          |         |           |                 |                   |           |                                                                 |
| 10  |        | 4            | 1                 |           |       |          |         |           |                 |                   |           |                                                                 |
| 11  |        | 4            | 1                 |           |       |          |         |           |                 |                   |           |                                                                 |
| 12  |        | 4            | 1                 |           |       |          |         |           |                 |                   |           |                                                                 |

BEARING &amp; DISTANCE AT NOON

| COURSE | DISTANCE | Difference Latitude | Departure | Latitude by Account | Latitude Observed | Difference of Longitude | Longitude by Account | Longitude by Chronometer | Longitude Observed | Variation | Distance Run per Patent Log |
|--------|----------|---------------------|-----------|---------------------|-------------------|-------------------------|----------------------|--------------------------|--------------------|-----------|-----------------------------|
| 108    | 111      | 24                  | 106       | 43.40               | 43.43             | 144                     | 160.45               | 160.42                   | 160.42             | 15 E.     |                             |

ON THE LOOK-OUT

| From | To |
|------|----|
| 8    | 10 |
| 10   | 12 |
| 12   | 2  |
| 2    | 4  |
| 4    | 5  |

NAME

Boeck  
Long  
His  
Bedwell  
Johnson

LANTERNS HUNG OUT

From Sunset To Sunrise

C Richmond

Mate.

Master.

## CHIEF OFFICER'S LOG

[illegible]

## BEARING &amp; DISTANCE AT NOON

| COURSE     | DISTANCE | Difference<br>Latitude | Difference<br>Longitude | Latitude by<br>Account | Latitude<br>Observed | Difference of<br>Longitude | Longitude by<br>Account | Longitude by<br>Chromometer | Longitude<br>Observed | Variation | Distance Run<br>per Point Log |
|------------|----------|------------------------|-------------------------|------------------------|----------------------|----------------------------|-------------------------|-----------------------------|-----------------------|-----------|-------------------------------|
| 83° 6' 66" | 70       | 64                     | 44 04                   | 44 06                  | 930'                 | 16 54                      | 156 59                  | 156 55                      | 16 8                  |           |                               |

## ON THE LOOK-OUT

Richmond

Mate.

*Master*

## CHIEF OFFICER'S LOG.

[illegible]

## HEARING &amp; DISTANCE AT NOON

| URSE | DISTANCE | Difference Latitude | Departure | Latitude by Account | Latitude Observed | Difference of Longitude | Longitude by Account | Longitude by Chronometer | Longitude Observed | Variation | Distance Run per Patent Log |
|------|----------|---------------------|-----------|---------------------|-------------------|-------------------------|----------------------|--------------------------|--------------------|-----------|-----------------------------|
| 846  | 156      | 8'                  | 153       | 14 14               | 14 15             | 214'                    | 153 20               | 153 21                   | 153 21             | 11"       |                             |

## ON THE LOOKOUT

Richmond

Mate.

Master

## CHIEF OFFICER'S LOG.

| Hrs | Course | Distance Run | WINDS—see Formula | Force | Sail Set | Lee Way | Barometer | Temperature Air | Temperature Water | Deviation | REMARKS, &c.                           |
|-----|--------|--------------|-------------------|-------|----------|---------|-----------|-----------------|-------------------|-----------|----------------------------------------|
|     |        | Knots        | Direction         |       |          |         |           |                 |                   |           |                                        |
| 1   | E.N.H. | 4            | London            | 8     |          |         |           |                 |                   |           | Monday December 30 <sup>th</sup> 1895. |
| 2   |        | 4            |                   |       |          |         |           |                 |                   |           | This day begins with strong            |
| 3   |        | 4            |                   |       |          |         |           |                 |                   |           | southerly wind, squally sky            |
| 4   |        | 4            |                   |       |          |         |           |                 |                   |           | clouded overcast, high beam            |
| 5   |        | 4            |                   |       |          |         |           |                 |                   |           | sea,                                   |
| 6   |        | 4            |                   |       |          |         |           |                 |                   |           | People variously employed              |
| 7   |        | 4            | S.W.              |       |          |         |           |                 |                   |           | around the deck.                       |
| 8   |        | 4            |                   |       |          |         |           |                 |                   |           | Carpenter & Sailmaker at               |
| 9   |        | 4            |                   |       |          |         |           |                 |                   |           | their respective duties                |
| 10  |        | 4            |                   |       |          |         |           |                 |                   |           |                                        |
| 11  |        | 4            |                   |       |          |         |           |                 |                   |           |                                        |
| 12  | E.N.H. | 4            |                   | 8     |          |         |           |                 |                   |           | Light continued strong breeze          |
| 1   |        | 4            | S.W.              |       |          |         |           |                 |                   |           | blowing gradually westerly.            |
| 2   |        | 4            |                   |       |          |         |           |                 |                   |           | sky overcast, continuous drizzle       |
| 3   |        | 4            |                   |       |          |         |           |                 |                   |           | rain, sea moderate, southerly          |
| 4   |        | 4            |                   |       |          |         |           |                 |                   |           | swell.                                 |
| 5   |        | 4            |                   |       |          |         |           |                 |                   |           |                                        |
| 6   |        | 4            |                   |       |          |         |           |                 |                   |           |                                        |
| 7   |        | 4            |                   |       |          |         |           |                 |                   |           |                                        |
| 8   |        | 4            |                   |       |          |         |           |                 |                   |           | All lights lookout pumps               |
| 9   |        | 4            |                   |       |          |         |           |                 |                   |           | & ventilators strictly attended to     |
| 10  |        | 4            |                   |       |          |         |           |                 |                   |           |                                        |
| 11  |        | 4            |                   |       |          |         |           |                 |                   |           |                                        |
| 12  |        | 4            |                   |       |          |         |           |                 |                   |           |                                        |

BEARING &amp; DISTANCE AT NOON

| COURSE | DISTANCE | Difference Latitude | Departure | Latitude by Account | Latitude Observed | Difference of Longitude | Longitude by Account | Longitude by Chronometer | Longitude Observed | Variation | Distance Run per Patent Log |
|--------|----------|---------------------|-----------|---------------------|-------------------|-------------------------|----------------------|--------------------------|--------------------|-----------|-----------------------------|
| 89° 6' | 17 1/4   | 26'                 | 14.7'     | 44° 41'             | 44° 42'           | 24 1/2'                 | 149° 18'             | 149° 16'                 | 149° 16'           | 15° E     | —                           |

ON THE LOOKOUT

NAME

LANTERNS HUNG OUT

|      |    |    |    |
|------|----|----|----|
| From | 8  | To | 10 |
|      | 10 |    | 12 |
|      | 12 |    | 2  |
|      | 2  |    | 4  |
|      | 4  |    | 5  |

Magnussen  
Cox  
Sawyer  
Hoyles  
Royal

From Sunset To Sunrise

O Richmond

Mate.

Master.

## CHIEF OFFICER'S LOG.

| Hrs | Course | Distance Run | WINDS—see Formula | Force | Sail Set | Lee Way | Barometer | Temperature Air | Temperature Water | Deviation | REMARKS, &c.                            |
|-----|--------|--------------|-------------------|-------|----------|---------|-----------|-----------------|-------------------|-----------|-----------------------------------------|
|     |        | Knots        | Direction         |       |          |         |           |                 |                   |           |                                         |
| 1   | E.N.H. | 4            | London            | 8     |          |         |           |                 |                   |           | Tuesday December 31 <sup>st</sup> 1895. |
| 2   |        | 4            |                   |       |          |         |           |                 |                   |           | This day begins with strong southerly   |
| 3   |        | 4            |                   |       |          |         |           |                 |                   |           | wind, rain squalls at times.            |
| 4   |        | 4            |                   |       |          |         |           |                 |                   |           | sky becoming clouded overcast           |
| 5   |        | 4            |                   |       |          |         |           |                 |                   |           | sea moderate.                           |
| 6   |        | 4            |                   |       |          |         |           |                 |                   |           | People variously employed               |
| 7   |        | 4            | Wet               |       |          |         |           |                 |                   |           | Carpenter & Sailmaker at their          |
| 8   |        | 4            |                   |       |          |         |           |                 |                   |           | respective duties                       |
| 9   |        | 4            |                   |       |          |         |           |                 |                   |           |                                         |
| 10  |        | 4            |                   |       |          |         |           |                 |                   |           |                                         |
| 11  |        | 4            |                   |       |          |         |           |                 |                   |           |                                         |
| 12  | E.N.H. | 4            |                   |       |          |         |           |                 |                   |           | Light wind veered westerly & to the     |
| 1   |        | 6            | W.N.W.            |       |          |         |           |                 |                   |           | Northward of West, heavy drizzling      |
| 2   |        | 6            |                   |       |          |         |           |                 |                   |           | continuous rain, barometer falling      |
| 3   |        | 6            |                   |       |          |         |           |                 |                   |           | continued fresh breeze, steady          |
| 4   |        | 6            |                   |       |          |         |           |                 |                   |           | in force throughout the remainder       |
| 5   |        | 6            |                   |       |          |         |           |                 |                   |           | of this day.                            |
| 6   |        | 6            |                   |       |          |         |           |                 |                   |           |                                         |
| 7   |        | 6            |                   |       |          |         |           |                 |                   |           |                                         |
| 8   |        | 6            |                   |       |          |         |           |                 |                   |           | All lights lookout pumps &              |
| 9   |        | 6            | Wet               |       |          |         |           |                 |                   |           | ventilators strictly attended to        |
| 10  |        | 6            |                   |       |          |         |           |                 |                   |           |                                         |
| 11  |        | 6            |                   |       |          |         |           |                 |                   |           |                                         |
| 12  |        | 6            |                   |       |          |         |           |                 |                   |           |                                         |

BEARING &amp; DISTANCE AT NOON

| COURSE | DISTANCE | Difference Latitude | Departure | Latitude by Account | Latitude Observed | Difference of Longitude | Longitude by Account | Longitude by Chronometer | Longitude Observed | Variation | Distance Run per Patent Log |
|--------|----------|---------------------|-----------|---------------------|-------------------|-------------------------|----------------------|--------------------------|--------------------|-----------|-----------------------------|
| 76° 8' | 16 1/2   | 39'                 | 15.4'     | 45° 20'             | 45° 21'           | 22 1/2'                 | 145° 35'             | 145° 36'                 | 145° 36'           | 15° E     | —                           |

ON THE LOOK-OUT

NAME

LANTERNS HUNG OUT

|      |    |    |    |
|------|----|----|----|
| From | 8  | To | 10 |
|      | 10 |    | 12 |
|      | 12 |    | 2  |
|      | 2  |    | 4  |
|      | 4  |    | 5  |

Hoyles  
Johnson  
Magnussen  
Cox  
Herman

From Sunset To Sunrise

O Richmond

Mate.

Master.

## CHIEF OFFICER'S LOG.

| Hrs | Course | Distance Run |         | WINDS—see Formula |       |  |  | Sail Set | Lee Way | Barometer | Temperature Air | Temperature Water | Deviation | REMARKS, &c.                             |
|-----|--------|--------------|---------|-------------------|-------|--|--|----------|---------|-----------|-----------------|-------------------|-----------|------------------------------------------|
|     |        | Knots        | Fathoms | Direction         | Force |  |  |          |         |           |                 |                   |           |                                          |
| 1   | E.N.E. | 8            |         | W.S.W.            | 8     |  |  |          |         |           |                 |                   |           | Wednesday, January 1 <sup>st</sup> 1896. |
| 2   |        | 8            |         |                   |       |  |  |          |         |           |                 |                   |           | This day begins with a moderate          |
| 3   |        | 8            |         |                   |       |  |  |          |         |           |                 |                   |           | Gale from W.S.W. clear but squally       |
| 4   |        | 8            |         |                   |       |  |  |          |         |           |                 |                   |           | ship sailing under full power            |
| 5   |        | 8            |         |                   |       |  |  |          |         |           |                 |                   |           | all course heavy masses of               |
| 6   |        | 8            |         |                   |       |  |  |          |         |           |                 |                   |           | cumulus clouds travelling rapidly        |
| 7   |        | 8            |         |                   |       |  |  |          |         |           |                 |                   |           | from the Westward.                       |
| 8   |        | 8            |         |                   |       |  |  |          |         |           |                 |                   |           | People variously employed                |
| 9   |        | 8            |         |                   |       |  |  |          |         |           |                 |                   |           | Carpenter & Sailmaker at their           |
| 10  |        | 8            |         |                   |       |  |  |          |         |           |                 |                   |           | respective duties.                       |
| 11  |        | 8            |         |                   |       |  |  |          |         |           |                 |                   |           |                                          |
| 12  | E.N.E. | 8            |         | W.S.W.            | 8     |  |  |          |         |           |                 |                   |           |                                          |
| 1   |        | 8            |         |                   |       |  |  |          |         |           |                 |                   |           | fresh westerly gale sea moderate         |
| 2   |        | 8            |         |                   |       |  |  |          |         |           |                 |                   |           | steady hard squalls at                   |
| 3   |        | 8            |         |                   |       |  |  |          |         |           |                 |                   |           | intervals sky clear, weather             |
| 4   |        | 8            |         |                   |       |  |  |          |         |           |                 |                   |           | fine barometer steady.                   |
| 5   |        | 8            |         |                   |       |  |  |          |         |           |                 |                   |           |                                          |
| 6   |        | 8            |         |                   |       |  |  |          |         |           |                 |                   |           |                                          |
| 7   |        | 8            |         |                   |       |  |  |          |         |           |                 |                   |           | All lights lookouts pump &               |
| 8   |        | 8            |         |                   |       |  |  |          |         |           |                 |                   |           | ventilator strictly attended to          |
| 9   |        | 8            |         |                   |       |  |  |          |         |           |                 |                   |           |                                          |
| 10  |        | 8            |         |                   |       |  |  |          |         |           |                 |                   |           |                                          |
| 11  |        | 8            |         |                   |       |  |  |          |         |           |                 |                   |           |                                          |
| 12  |        | 8            |         |                   |       |  |  |          |         |           |                 |                   |           |                                          |

## BEARING &amp; DISTANCE AT NOON.

| COURSE | DISTANCE | Difference Latitude | Departure | Latitude by Account | Latitude Observed | Difference of Longitude | Longitude by Account | Longitude by Chronometer | Longitude Observed | Variation | Distance Run per Patent Log |
|--------|----------|---------------------|-----------|---------------------|-------------------|-------------------------|----------------------|--------------------------|--------------------|-----------|-----------------------------|
| 180° E | 147      | 32'                 | 159       | 41° 52'             | 41° 52'           | 24'                     | 141° 03'             | 141° 03'                 | 141° 03'           | 15° E     | —                           |

## ON THE LOOK-OUT

## NAME

## LANTERNS HUNG OUT

|              |          |              |
|--------------|----------|--------------|
| From 8 To 11 | Magnum   | From 8 To 11 |
| 10 - 12      | Shellock |              |
| 12 - 1       | St. John |              |
| 1 - 2        | St. John |              |
| 2 - 3        | St. John |              |
| 3 - 4        | St. John |              |
| 4 - 5        | St. John |              |

Mate.

Master.

## CHIEF OFFICER'S LOG.

| Hrs | Course | Distance Run |         | WINDS—see Formula |       |  |  | Sail Set | Lee Way | Barometer | Temperature Air | Temperature Water | Deviation | REMARKS, &c.                            |
|-----|--------|--------------|---------|-------------------|-------|--|--|----------|---------|-----------|-----------------|-------------------|-----------|-----------------------------------------|
|     |        | Knots        | Fathoms | Direction         | Force |  |  |          |         |           |                 |                   |           |                                         |
| 1   | E.N.E. | 8            |         | W.S.W.            | 8     |  |  |          |         |           |                 |                   |           | Thursday, January 2 <sup>nd</sup> 1896. |
| 2   |        | 8            |         |                   |       |  |  |          |         |           |                 |                   |           | This day begins with moderate           |
| 3   |        | 8            |         |                   |       |  |  |          |         |           |                 |                   |           | westerly gale sky cloudy & overcast.    |
| 4   |        | 8            |         |                   |       |  |  |          |         |           |                 |                   |           | showery at intervals, high swell        |
| 5   |        | 8            |         |                   |       |  |  |          |         |           |                 |                   |           | rolling up from the Westward            |
| 6   |        | 8            |         |                   |       |  |  |          |         |           |                 |                   |           |                                         |
| 7   |        | 8            |         |                   |       |  |  |          |         |           |                 |                   |           | People variously employed               |
| 8   |        | 8            |         |                   |       |  |  |          |         |           |                 |                   |           | Carpenter & Sailmaker at                |
| 9   |        | 8            |         |                   |       |  |  |          |         |           |                 |                   |           | their respective trades.                |
| 10  |        | 8            |         |                   |       |  |  |          |         |           |                 |                   |           |                                         |
| 11  |        | 8            |         |                   |       |  |  |          |         |           |                 |                   |           |                                         |
| 12  |        | 8            |         |                   |       |  |  |          |         |           |                 |                   |           |                                         |
| 1   | E.N.E. | 4            |         | W.S.W.            | 8     |  |  |          |         |           |                 |                   |           | Mid. continued strong breeze            |
| 2   |        | 4            |         |                   |       |  |  |          |         |           |                 |                   |           | from the Westward, squally.             |
| 3   |        | 4            |         |                   |       |  |  |          |         |           |                 |                   |           | heavy nimbus clouds rapidly             |
| 4   |        | 4            |         |                   |       |  |  |          |         |           |                 |                   |           | passing ahead, high                     |
| 5   |        | 4            |         |                   |       |  |  |          |         |           |                 |                   |           | westerly sea.                           |
| 6   |        | 4            |         |                   |       |  |  |          |         |           |                 |                   |           |                                         |
| 7   |        | 4            |         |                   |       |  |  |          |         |           |                 |                   |           |                                         |
| 8   |        | 4            |         |                   |       |  |  |          |         |           |                 |                   |           | All lights lookouts pump &              |
| 9   |        | 4            |         |                   |       |  |  |          |         |           |                 |                   |           | ventilator strictly attended to         |
| 10  |        | 4            |         |                   |       |  |  |          |         |           |                 |                   |           |                                         |
| 11  |        | 4            |         |                   |       |  |  |          |         |           |                 |                   |           |                                         |
| 12  |        | 4            |         |                   |       |  |  |          |         |           |                 |                   |           |                                         |

## BEARING &amp; DISTANCE AT NOON.

| COURSE | DISTANCE | Difference Latitude | Departure | Latitude by Account | Latitude Observed | Difference of Longitude | Longitude by Account | Longitude by Chronometer | Longitude Observed | Variation | Distance Run per Patent Log |
|--------|----------|---------------------|-----------|---------------------|-------------------|-------------------------|----------------------|--------------------------|--------------------|-----------|-----------------------------|
| 90° E  | 185      | 38'                 | 185       | 16° 36'             | 16° 36'           | 26'                     | 136° 10'             | 136° 10'                 | 136° 10'           | 16° E     | —                           |

## ON THE LOOK-OUT

## NAME

## LANTERNS HUNG OUT

|              |          |              |
|--------------|----------|--------------|
| From 8 To 10 | Shellock | From 8 To 10 |
| 10 - 12      | St. John |              |
| 12 - 1       | St. John |              |
| 1 - 2        | St. John |              |
| 2 - 3        | St. John |              |
| 3 - 4        | St. John |              |
| 4 - 5        | St. John |              |

Mate.

Master.

## CHIEF OFFICER'S LOG.

| Hrs | Course | Distance Run<br>Knots | WINDS—see Formula<br>Direction Force | Sail Set | Log Way | Barometer | Temperature Air | Temperature Water | Remarks, &c.                          |
|-----|--------|-----------------------|--------------------------------------|----------|---------|-----------|-----------------|-------------------|---------------------------------------|
| 1   | East   | 8                     | West                                 | 4        | 24/10   | 12.17     |                 |                   | Friday January 13 <sup>th</sup> 1896. |
| 2   |        | 8                     |                                      |          |         |           |                 |                   | This day begins with strong           |
| 3   |        | 8                     |                                      |          |         |           |                 |                   | Westerly wind, continuous rain        |
| 4   |        | 8                     |                                      |          |         |           |                 |                   | sky heavy with clouds, high           |
| 5   |        | 8                     |                                      |          |         |           |                 |                   | W. S. swell rolling up.               |
| 6   |        | 8                     | SW                                   |          | 24/10   |           |                 |                   | Heavy rain squall wind shifts         |
| 7   |        | 8                     |                                      |          |         |           |                 |                   | into the SW. began to clear up        |
| 8   |        | 8                     |                                      |          |         |           |                 |                   | hard squalls at intervals             |
| 9   |        | 8                     |                                      |          |         |           |                 |                   | barometer slowly going up             |
| 10  |        | 8                     |                                      |          |         |           |                 |                   |                                       |
| 11  |        | 8                     |                                      |          |         |           |                 |                   |                                       |
| 12  | East   | 8                     |                                      |          | 24/10   | 11.17     |                 |                   |                                       |
| 1   |        | 8                     | SW                                   | 8        |         |           |                 |                   | Continued strong SW wind              |
| 2   |        | 8                     |                                      |          |         |           |                 |                   | squally at intervals, high            |
| 3   |        | 8                     |                                      |          |         |           |                 |                   | W. S. sea rolling up,                 |
| 4   |        | 8                     |                                      |          |         |           |                 |                   |                                       |
| 5   |        | 8                     | W. S.                                |          |         |           |                 |                   | Wind beginning to veer westerly       |
| 6   |        | 8                     |                                      |          |         |           |                 |                   | squally away sky becoming             |
| 7   |        | 8                     |                                      |          |         |           |                 |                   | overcast & cloudy.                    |
| 8   |        | 8                     |                                      |          |         |           |                 |                   |                                       |
| 9   |        | 8                     |                                      |          |         |           |                 |                   | All light lookouts pump               |
| 10  |        | 8                     | West                                 | 1        |         |           |                 |                   | & Ventilator strictly attended        |
| 11  |        | 8                     |                                      |          |         |           |                 |                   |                                       |
| 12  |        | 8                     |                                      |          |         |           |                 |                   |                                       |

BEARING &amp; DISTANCE AT NOON

| COURSE | DISTANCE | Difference Latitude | Departure | Latitude by Account | Latitude Observed | Difference of Longitude | Longitude by Account | Longitude by Chronometer | Longitude Observed | Variation | Distance Run per Patent Log |
|--------|----------|---------------------|-----------|---------------------|-------------------|-------------------------|----------------------|--------------------------|--------------------|-----------|-----------------------------|
| East   | 192      | 40'                 | 15.4      | 44° 06'             | 44° 05'           | 24'                     | 132° 16'             | 132° 05'                 | 132° 15'           | 16'       |                             |

ON THE LOOK-OUT

| From | To | NAME   | LANTERNS HUNG OUT      |
|------|----|--------|------------------------|
| 8    | 10 | Heuman | From Sunset To Sunrise |
| 10   | 12 | Dallan |                        |
| 12   | 2  | Novel  |                        |
| 2    | 4  | Upman  |                        |
| 4    | 6  | Perman |                        |

Richmond Mate.

Master.

## CHIEF OFFICER'S LOG.

| Hrs | Course | Distance Run<br>Knots | WINDS—see Formula<br>Direction Force | Sail Set | Log Way | Barometer | Temperature Air | Temperature Water | Remarks, &c.                         |
|-----|--------|-----------------------|--------------------------------------|----------|---------|-----------|-----------------|-------------------|--------------------------------------|
| 1   | East   | 8                     | Westerly                             | 8        | 24/10   | 12.18     |                 |                   | Saturday Jan 14 <sup>th</sup> 1896.  |
| 2   |        | 8                     |                                      |          |         |           |                 |                   | This day begins blowing moderate     |
| 3   |        | 8                     |                                      |          |         |           |                 |                   | gale from the westward, vessel       |
| 4   |        | 8                     |                                      |          |         |           |                 |                   | running with the topgallant sail.    |
| 5   |        | 8                     |                                      |          |         |           |                 |                   | all courses set. Squally with rain   |
| 6   |        | 8                     |                                      |          |         |           |                 |                   | at intervals, high westerly swell.   |
| 7   |        | 8                     |                                      |          |         |           |                 |                   | People variously employed.           |
| 8   |        | 8                     |                                      |          |         |           |                 |                   | Carpenter oiling steering gear winch |
| 9   |        | 8                     |                                      |          |         |           |                 |                   | windlass & donkey engine 1%          |
| 10  |        | 8                     |                                      |          |         |           |                 |                   | Boilermake at his trade.             |
| 11  |        | 8                     |                                      |          |         |           |                 |                   |                                      |
| 12  |        | 8                     |                                      |          |         |           |                 |                   |                                      |
| 1   | East   | 8                     | Westerly                             | 8        |         |           |                 |                   | Gale increasing to a whole gale      |
| 2   |        | 8                     |                                      |          |         |           |                 |                   | handed fore & main topgallant sails  |
| 3   |        | 8                     |                                      |          |         |           |                 |                   | Sea increasing to a good height      |
| 4   |        | 8                     |                                      |          |         |           |                 |                   | frequently shipping some heavy       |
| 5   |        | 8                     |                                      |          |         |           |                 |                   | wake on board vessel rolling &       |
| 6   |        | 8                     |                                      |          |         |           |                 |                   | streaming heavily squalls of rain    |
| 7   |        | 8                     |                                      |          |         |           |                 |                   | thail alternately.                   |
| 8   |        | 8                     |                                      |          |         |           |                 |                   |                                      |
| 9   |        | 8                     |                                      |          |         |           |                 |                   | All light lookouts pump              |
| 10  |        | 8                     |                                      |          |         |           |                 |                   | & Ventilator strictly attended       |
| 11  |        | 8                     |                                      |          |         |           |                 |                   |                                      |
| 12  |        | 8                     |                                      |          |         |           |                 |                   |                                      |

BEARING &amp; DISTANCE AT NOON

| COURSE | DISTANCE | Difference Latitude | Departure | Latitude by Account | Latitude Observed | Difference of Longitude | Longitude by Account | Longitude by Chronometer | Longitude Observed | Variation | Distance Run per Patent Log |
|--------|----------|---------------------|-----------|---------------------|-------------------|-------------------------|----------------------|--------------------------|--------------------|-----------|-----------------------------|
| East   | 308      | 69'                 | 19.2      | 48° 10'             | 48° 08'           | 28'                     | 124° 16'             | 124° 19'                 | 124° 19'           | 16'       |                             |

ON THE LOOK-OUT

| From | To | NAME    | LANTERNS HUNG OUT      |
|------|----|---------|------------------------|
| 8    | 10 | De will | From Sunset To Sunrise |
| 10   | 12 | Perman  |                        |
| 12   | 2  | Upman   |                        |
| 2    | 4  | Novel   |                        |
| 4    | 6  | Heuman  |                        |
| 6    | 8  | Perman  |                        |

Richmond Mate.

Master.

LOG of the

From

Europe  
Napier

Towards London

## CHIEF OFFICER'S LOG

| Hrs | Distance Run |       |         | WINDS—see Formula |       | Sail Set | Lee Way | Barometer | Temperature Air | Temperature Water | Deviation | REMARKS, &c.                                                                                                                                                                                                                  |
|-----|--------------|-------|---------|-------------------|-------|----------|---------|-----------|-----------------|-------------------|-----------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|     | Courses      | Knots | Fathoms | Direction         | Force |          |         |           |                 |                   |           |                                                                                                                                                                                                                               |
| 1   | SE           | 4     |         | Wetly S.          |       |          |         | 29.5      | 51              | 48                |           | Sunday January 5 <sup>th</sup> 1896.<br>This day begins with strong Westly Gale, sea, squally high sea running up from the Westward vessel taking several heavy seas on board & rolling heavily at times<br>Sunday Respected. |
| 2   |              | 4     |         |                   |       |          |         |           |                 |                   |           |                                                                                                                                                                                                                               |
| 3   |              | 4     |         |                   |       |          |         |           |                 |                   |           |                                                                                                                                                                                                                               |
| 4   |              | 4     |         |                   |       |          |         |           |                 |                   |           |                                                                                                                                                                                                                               |
| 5   |              | 4     |         |                   |       |          |         |           |                 |                   |           |                                                                                                                                                                                                                               |
| 6   |              | 4     |         |                   |       |          |         |           |                 |                   |           |                                                                                                                                                                                                                               |
| 7   |              | 4     |         |                   |       |          |         |           |                 |                   |           |                                                                                                                                                                                                                               |
| 8   |              | 4     |         |                   |       |          |         |           |                 |                   |           |                                                                                                                                                                                                                               |
| 9   |              | 4     |         |                   |       |          |         |           |                 |                   |           |                                                                                                                                                                                                                               |
| 10  |              | 4     |         |                   |       |          |         |           |                 |                   |           |                                                                                                                                                                                                                               |
| 11  |              | 4     |         |                   |       |          |         |           |                 |                   |           |                                                                                                                                                                                                                               |
| 12  | SE           | 4     |         | Wetly S.          |       |          |         | 29.5      | 51              | 48                |           |                                                                                                                                                                                                                               |
| 1   |              | 8     |         |                   |       |          |         |           |                 |                   |           | Mid-gale moderating gradually sea going down, squalls less frequent, barometer going up set all sail<br>All light lookout pumps Ventilator strictly attended to.                                                              |
| 2   |              | 8     |         |                   |       |          |         |           |                 |                   |           |                                                                                                                                                                                                                               |
| 3   |              | 8     |         |                   |       |          |         |           |                 |                   |           |                                                                                                                                                                                                                               |
| 4   |              | 8     |         |                   |       |          |         |           |                 |                   |           |                                                                                                                                                                                                                               |
| 5   |              | 8     |         |                   |       |          |         |           |                 |                   |           |                                                                                                                                                                                                                               |
| 6   |              | 8     |         |                   |       |          |         |           |                 |                   |           |                                                                                                                                                                                                                               |
| 7   |              | 8     |         |                   |       |          |         |           |                 |                   |           |                                                                                                                                                                                                                               |
| 8   |              | 8     |         |                   |       |          |         |           |                 |                   |           |                                                                                                                                                                                                                               |
| 9   |              | 8     |         |                   |       |          |         |           |                 |                   |           |                                                                                                                                                                                                                               |
| 10  |              | 8     |         |                   |       |          |         |           |                 |                   |           |                                                                                                                                                                                                                               |
| 11  |              | 8     |         |                   |       |          |         |           |                 |                   |           |                                                                                                                                                                                                                               |
| 12  |              | 8     |         |                   |       |          |         |           |                 |                   |           |                                                                                                                                                                                                                               |

## BEARING &amp; DISTANCE AT NOON

| COURSE | DISTANCE | Difference Latitude | Departure | Latitude by Account | Latitude Observed | Difference of Longitude | Longitude by Account | Longitude by Chronometer | Longitude Observed | Variation | Distance Run per Patent Log |
|--------|----------|---------------------|-----------|---------------------|-------------------|-------------------------|----------------------|--------------------------|--------------------|-----------|-----------------------------|
| SE     | 208      | 43                  | 204       | 45° 51'             | 45° 53'           | 211                     | 137° 09'             | 137° 09'                 | 137° 09'           | 10° 56'   |                             |

## ON THE LOOK-OUT

| From | To |
|------|----|
| 8    | 10 |
| 10   | 12 |
| 12   | 2  |
| 2    | 4  |
| 4    | 5  |

## NAME

Long  
Redwell  
Parker

## LANTERNS HUNG OUT

From Sunset To Sunrise

C. Richmond

Mate.

Master.

LOG of the

From

Europe  
Napier

Towards London

## CHIEF OFFICER'S LOG

| Hrs | Distance Run |       |         | WINDS—see Formula |       | Sail Set | Lee Way | Barometer | Temperature Air | Temperature Water | Deviation | REMARKS, &c.                                                                                                                                                                                                                                        |
|-----|--------------|-------|---------|-------------------|-------|----------|---------|-----------|-----------------|-------------------|-----------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|     | Courses      | Knots | Fathoms | Direction         | Force |          |         |           |                 |                   |           |                                                                                                                                                                                                                                                     |
| 1   | SE           | 6     |         | West              | 4.5   |          |         | 29.5      | 51              | 50                |           | Monday January 6 <sup>th</sup> 1896.<br>This day begins with strong Westly breeze, cloudy overcast. Sea moderate.<br>People variously employed. Seamen at their trade.<br>Wind veering W.N.W. beginning to drizzle rain wind lessening in strength. |
| 2   |              | 6     |         |                   |       |          |         |           |                 |                   |           |                                                                                                                                                                                                                                                     |
| 3   |              | 6     |         |                   |       |          |         |           |                 |                   |           |                                                                                                                                                                                                                                                     |
| 4   |              | 6     |         |                   |       |          |         |           |                 |                   |           |                                                                                                                                                                                                                                                     |
| 5   |              | 6     |         |                   |       |          |         |           |                 |                   |           |                                                                                                                                                                                                                                                     |
| 9   |              | 6     |         |                   |       |          |         |           |                 |                   |           |                                                                                                                                                                                                                                                     |
| 7   |              | 6     |         | W.N.W.            | 6     |          |         |           |                 |                   |           |                                                                                                                                                                                                                                                     |
| 8   |              | 6     |         |                   |       |          |         |           |                 |                   |           |                                                                                                                                                                                                                                                     |
| 9   |              | 6     |         |                   |       |          |         |           |                 |                   |           |                                                                                                                                                                                                                                                     |
| 10  |              | 6     |         |                   |       |          |         |           |                 |                   |           |                                                                                                                                                                                                                                                     |
| 11  |              | 6     |         |                   |       |          |         |           |                 |                   |           |                                                                                                                                                                                                                                                     |
| 12  | SE           | 6     |         |                   |       |          |         |           |                 |                   |           |                                                                                                                                                                                                                                                     |
| 1   |              | 5     |         | W.N.W.            | 5     |          |         |           |                 |                   |           | Mid-moderate breeze, continuous drizzling rain barometer falling slowly.<br>All light lookouts pumps & Ventilator strictly attended to.                                                                                                             |
| 2   |              | 5     |         |                   |       |          |         |           |                 |                   |           |                                                                                                                                                                                                                                                     |
| 3   |              | 5     |         |                   |       |          |         |           |                 |                   |           |                                                                                                                                                                                                                                                     |
| 4   |              | 5     |         |                   |       |          |         |           |                 |                   |           |                                                                                                                                                                                                                                                     |
| 5   |              | 5     |         |                   |       |          |         |           |                 |                   |           |                                                                                                                                                                                                                                                     |
| 9   |              | 5     |         |                   |       |          |         |           |                 |                   |           |                                                                                                                                                                                                                                                     |
| 7   |              | 5     |         |                   |       |          |         |           |                 |                   |           |                                                                                                                                                                                                                                                     |
| 8   |              | 5     |         |                   |       |          |         |           |                 |                   |           |                                                                                                                                                                                                                                                     |
| 9   |              | 5     |         |                   |       |          |         |           |                 |                   |           |                                                                                                                                                                                                                                                     |
| 10  |              | 5     |         |                   |       |          |         |           |                 |                   |           |                                                                                                                                                                                                                                                     |
| 11  |              | 5     |         |                   |       |          |         |           |                 |                   |           |                                                                                                                                                                                                                                                     |
| 12  |              | 5     |         |                   |       |          |         |           |                 |                   |           |                                                                                                                                                                                                                                                     |

## BEARING &amp; DISTANCE AT NOON

| COURSE | DISTANCE | Difference Latitude | Departure | Latitude by Account | Latitude Observed | Difference of Longitude | Longitude by Account | Longitude by Chronometer | Longitude Observed | Variation | Distance Run per Patent Log |
|--------|----------|---------------------|-----------|---------------------|-------------------|-------------------------|----------------------|--------------------------|--------------------|-----------|-----------------------------|
| SE     | 146      | 60                  | 140       | 49° 51'             | 49° 50'           | 196                     | 118° 45'             | 118° 50'                 | 118° 50'           | 17° 8'    |                             |

## ON THE LOOK-OUT

| From | To |
|------|----|
| 8    | 10 |
| 10   | 12 |
| 12   | 2  |
| 2    | 4  |
| 4    | 6  |

## NAME

Redwell  
Long  
Parker

## LANTERNS HUNG OUT

From Sunset To Sunrise

C. Richmond

Mate.

Master.

LOG of the *Enterprise*  
From *Napier* Towards *London*.

CHIEF OFFICER'S LOG

| Hrs | Course | Distance Run | WINDS—see Formula | Direction | Force | Sail Set | Lee Way | Barometer | Temperature Air | Temperature Water | Remarks, &c.                         |
|-----|--------|--------------|-------------------|-----------|-------|----------|---------|-----------|-----------------|-------------------|--------------------------------------|
|     |        | Miles        | Fathoms           |           |       |          |         |           |                 |                   |                                      |
|     |        |              |                   |           |       |          |         |           |                 |                   | Tuesday January 7 <sup>th</sup> 1896 |
| 1   | E x N  | 6            | 0                 | WNW       | 5     |          |         | 29.8      | 51.7            | 41                | This day begins with continuous      |
| 2   |        | 6            | 0                 |           |       |          |         |           |                 |                   | drizzling rain & moderate NW wind    |
| 3   |        | 4            | 0                 | SW        | 4     |          |         |           |                 |                   | 2 P.M. shifted to the SW, & began to |
| 4   |        | 4            | 0                 |           |       |          |         |           |                 |                   | clear up also freshening to          |
| 5   |        | 8            | 0                 |           |       |          |         |           |                 |                   | a moderate gale, handed all          |
| 6   |        | 8            | 0                 |           |       |          |         |           |                 |                   | small canoes.                        |
| 7   |        | 8            | 0                 |           |       |          |         |           |                 |                   |                                      |
| 8   |        | 8            | 0                 |           |       |          |         |           |                 |                   | Crew variously employed              |
| 9   |        | 9            | 0                 |           |       |          |         |           |                 |                   | Students at their trade              |
| 10  |        | 9            | 0                 |           |       |          |         |           |                 |                   |                                      |
| 11  |        | 9            | 0                 |           |       |          |         |           |                 |                   |                                      |
| 12  | E x N  | 9            | 0                 | SW        | 8     |          |         | 29.7      | 50.7            | 40                |                                      |
| 1   |        | 10           |                   |           |       |          |         |           |                 |                   | Mid-Strong SW wind clear,            |
| 2   |        | 10           |                   |           |       |          |         |           |                 |                   | usually, sea moderate.               |
| 3   |        | 10           |                   |           |       |          |         |           |                 |                   | beesel running with wind quading     |
| 4   |        | 10           |                   |           |       |          |         |           |                 |                   | under three topsails & all           |
| 5   |        | 10           |                   |           |       |          |         |           |                 |                   | courses, cumulus from the WSW.       |
| 6   |        | 10           |                   |           |       |          |         |           |                 |                   |                                      |
| 7   |        | 10           |                   |           |       |          |         |           |                 |                   |                                      |
| 8   |        | 10           |                   |           |       |          |         |           |                 |                   |                                      |
| 9   |        | 10           |                   |           |       |          |         |           |                 |                   | All light lookouts pump              |
| 10  |        | 10           |                   |           |       |          |         |           |                 |                   | & Ventilator strictly attended to    |
| 11  |        | 10           |                   |           |       |          |         |           |                 |                   |                                      |
| 12  |        | 10           |                   |           |       |          |         |           |                 |                   |                                      |

BEARING & DISTANCE AT NOON

Current set Easterly 19 miles

| COURSE | DISTANCE | Difference Latitude | Departure | Latitude by Account | Latitude Observed | Difference of Longitude | Longitude by Account | Longitude by Chronometer | Longitude Observed | Variation | Distance Run per Patent Log |
|--------|----------|---------------------|-----------|---------------------|-------------------|-------------------------|----------------------|--------------------------|--------------------|-----------|-----------------------------|
| 144°   | 231      | 12'                 | 225'      | 50°41'              | 50°43'            | 25'                     | 113°23'              | 113°22'                  | 113°24'            | 198'      |                             |

ON THE LOOK-OUT

| From | To | NAME    | LANTERNS HUNG OUT       |
|------|----|---------|-------------------------|
| 8    | 10 | Long    | From 8 knots To 8 knots |
| 10   | 12 | Redwell |                         |
| 12   | 14 | Johnson |                         |
| 14   | 16 |         |                         |

J. Richmond

Mate.

Master.

LOG of the *Enterprise*  
From *Napier* Towards *London*.

CHIEF OFFICER'S LOG.

| Hrs | Course | Distance Run | WINDS—see Formula | Direction | Force | Sail Set | Lee Way | Barometer | Temperature Air | Temperature Water | Remarks, &c.                         |
|-----|--------|--------------|-------------------|-----------|-------|----------|---------|-----------|-----------------|-------------------|--------------------------------------|
|     |        | Miles        | Fathoms           |           |       |          |         |           |                 |                   |                                      |
|     |        |              |                   |           |       |          |         |           |                 |                   | Wednesday Jan 8 <sup>th</sup> 1896   |
| 1   | E x N  | 9            | 0                 | SW        | 8     |          |         | 29.8      | 51.7            | 41                | This day begins with continued       |
| 2   |        | 9            | 0                 |           |       |          |         |           |                 |                   | strong SW wind, usually sky clear,   |
| 3   |        | 9            | 0                 |           |       |          |         |           |                 |                   | overhead, heavy bank of clouds       |
| 4   |        | 9            | 0                 |           |       |          |         |           |                 |                   | ranging around the N + SE horizon    |
| 5   |        | 9            | 0                 |           |       |          |         |           |                 |                   | sea moderate, swell from the SE.     |
| 6   |        | 9            | 0                 |           |       |          |         |           |                 |                   |                                      |
| 7   |        | 9            | 0                 |           |       |          |         |           |                 |                   | Crew variously employed              |
| 8   |        | 9            | 0                 |           |       |          |         |           |                 |                   | Students at their trade.             |
| 9   |        | 9            | 0                 |           |       |          |         |           |                 |                   |                                      |
| 10  |        | 9            | 0                 |           |       |          |         |           |                 |                   |                                      |
| 11  |        | 9            | 0                 |           |       |          |         |           |                 |                   |                                      |
| 12  | E x N  | 9            | 0                 | SW        | 8     |          |         | 29.8      | 51.7            | 41                | Mid-continued strong SW wind,        |
|     |        | 9            |                   |           |       |          |         |           |                 |                   | clear, usually at intervals sea      |
|     |        | 9            |                   |           |       |          |         |           |                 |                   | moderate, vessel running under three |
|     |        | 9            |                   |           |       |          |         |           |                 |                   | topsails & all + foremast            |
|     |        | 9            |                   |           |       |          |         |           |                 |                   |                                      |
|     |        | 9            |                   |           |       |          |         |           |                 |                   |                                      |
|     |        | 9            |                   |           |       |          |         |           |                 |                   | All light lookouts pump              |
|     |        | 9            |                   |           |       |          |         |           |                 |                   | & Ventilator strictly attended to    |
|     |        | 9            |                   |           |       |          |         |           |                 |                   |                                      |
|     |        | 9            |                   |           |       |          |         |           |                 |                   |                                      |

BEARING & DISTANCE AT NOON.

| COURSE | DISTANCE | Difference Latitude | Departure | Latitude by Account | Latitude Observed | Difference of Longitude | Longitude by Account | Longitude by Chronometer | Longitude Observed | Variation | Distance Run per Patent Log |
|--------|----------|---------------------|-----------|---------------------|-------------------|-------------------------|----------------------|--------------------------|--------------------|-----------|-----------------------------|
| 144°   | 231      | 12'                 | 225'      | 50°41'              | 50°43'            | 25'                     | 113°23'              | 113°22'                  | 113°24'            | 198'      |                             |

ON THE LOOK-OUT

| From | To | NAME    | LANTERNS HUNG OUT       |
|------|----|---------|-------------------------|
| 8    | 10 | Long    | From 8 knots To 8 knots |
| 10   | 12 | Redwell |                         |
| 12   | 14 | Johnson |                         |
| 14   | 16 |         |                         |

J. Richmond

Mate.

Master.

LOG of the

From

Europe  
Napier

Towards

London

## CHIEF OFFICER'S LOG

| Hrs | Distance Run |         | WINDS—see Formula |       | Sail Set | Lee Way | Barometer | Temperature Air | Temperature Water | Deviation | REMARKS, &c.                          |
|-----|--------------|---------|-------------------|-------|----------|---------|-----------|-----------------|-------------------|-----------|---------------------------------------|
|     | Course       | Fathoms | Direction         | Force |          |         |           |                 |                   |           |                                       |
| 1   | ENE          | 8       | WSE               | 4     |          |         | 29.50     | 49.0            |                   |           | Thursday January 9 <sup>th</sup> 1896 |
| 2   |              | 8       |                   |       |          |         |           |                 |                   |           | The day begins with strong            |
| 3   |              | 8       |                   |       |          |         |           |                 |                   |           | W.S.W. winds, clear & cloudy          |
| 4   |              | 8       |                   |       |          |         |           |                 |                   |           | alternately showery & swell,          |
| 5   |              | 8       |                   |       |          |         |           |                 |                   |           | sea moderate.                         |
| 6   |              | 8       |                   |       |          |         |           |                 |                   |           | People variously employed.            |
| 7   |              | 8       |                   |       |          |         |           |                 |                   |           | Tradesmen at their trade.             |
| 8   |              | 8       |                   |       |          |         |           |                 |                   |           |                                       |
| 9   |              | 8       |                   |       |          |         |           |                 |                   |           |                                       |
| 10  |              | 8       |                   |       |          |         |           |                 |                   |           |                                       |
| 11  |              | 8       |                   |       |          |         |           |                 |                   |           |                                       |
| 12  | ENE          | 8       | WSE               |       |          |         | 29.50     | 49.0            |                   |           | Friday January 10 <sup>th</sup> 1896  |
| 1   |              | 4       |                   | 6     |          |         |           |                 |                   |           | The day begins with strong            |
| 2   |              | 4       |                   |       |          |         |           |                 |                   |           | winds, steady in force & direction    |
| 3   |              | 4       |                   |       |          |         |           |                 |                   |           | sea moderate. Swell going down        |
| 4   |              | 4       |                   |       |          |         |           |                 |                   |           | by clear & cloudy alternately.        |
| 5   |              | 4       |                   |       |          |         |           |                 |                   |           | People variously employed.            |
| 6   |              | 4       |                   |       |          |         |           |                 |                   |           | Tradesmen at their trade.             |
| 7   |              | 4       |                   |       |          |         |           |                 |                   |           |                                       |
| 8   |              | 4       |                   |       |          |         |           |                 |                   |           |                                       |
| 9   |              | 4       |                   |       |          |         |           |                 |                   |           |                                       |
| 10  |              | 4       |                   |       |          |         |           |                 |                   |           |                                       |
| 11  |              | 4       |                   |       |          |         |           |                 |                   |           |                                       |
| 12  |              | 4       |                   |       |          |         |           |                 |                   |           |                                       |

BEARING &amp; DISTANCE AT NOON

| COURSE | DISTANCE | Difference Latitude | Departure | Latitude by Account | Latitude Observed | Difference of Longitude | Longitude by Account | Longitude by Chronometer | Longitude Observed | Variation | Distance Run per Patent Log |
|--------|----------|---------------------|-----------|---------------------|-------------------|-------------------------|----------------------|--------------------------|--------------------|-----------|-----------------------------|
| ENE    | 180      | 22'                 | 47'       | 28° 51'             | 28° 51'           | 215'                    | 103° 31'             | 107° 39'                 | 107° 39'           | 2° 36'    | —                           |

ON THE LOOK-OUT

| From | To |
|------|----|
| 8    | 10 |
| 10   | 12 |
| 12   | 2  |
| 2    | 4  |
| 4    | 6  |

NAME

Long  
Baker  
Hess  
Baker  
Baker

LANTERNS HUNG OUT

From sunset To sunrise

C Richmond

Mate.

Master.

LOG of the

From

Europe  
Napier

Towards

London

## CHIEF OFFICER'S LOG

| Hrs | Distance Run |         | WINDS—see Formula |       | Sail Set | Lee Way | Barometer | Temperature Air | Temperature Water | Deviation | REMARKS, &c.                         |
|-----|--------------|---------|-------------------|-------|----------|---------|-----------|-----------------|-------------------|-----------|--------------------------------------|
|     | Course       | Fathoms | Direction         | Force |          |         |           |                 |                   |           |                                      |
| 1   | ENE          | 8       | WSE               | 4     |          |         | 29.50     | 49.0            |                   |           | Friday January 10 <sup>th</sup> 1896 |
| 2   |              | 8       |                   |       |          |         |           |                 |                   |           | The day begins with strong           |
| 3   |              | 8       |                   |       |          |         |           |                 |                   |           | winds, steady in force & direction   |
| 4   |              | 8       |                   |       |          |         |           |                 |                   |           | sea moderate. Swell going down       |
| 5   |              | 8       |                   |       |          |         |           |                 |                   |           | by clear & cloudy alternately.       |
| 6   |              | 8       |                   |       |          |         |           |                 |                   |           | People variously employed.           |
| 7   |              | 8       |                   |       |          |         |           |                 |                   |           | Tradesmen at their trade.            |
| 8   |              | 8       |                   |       |          |         |           |                 |                   |           |                                      |
| 9   |              | 8       |                   |       |          |         |           |                 |                   |           |                                      |
| 10  |              | 8       |                   |       |          |         |           |                 |                   |           |                                      |
| 11  |              | 8       |                   |       |          |         |           |                 |                   |           |                                      |
| 12  | ENE          | 8       | WSE               |       |          |         | 29.50     | 49.0            |                   |           | Friday January 10 <sup>th</sup> 1896 |
| 1   |              | 8       | WSE               | 4     |          |         |           |                 |                   |           | The day begins with strong           |
| 2   |              | 8       |                   |       |          |         |           |                 |                   |           | winds, steady, showery at times      |
| 3   |              | 8       |                   |       |          |         |           |                 |                   |           | heavy particles rapidly from the W.  |
| 4   |              | 8       |                   |       |          |         |           |                 |                   |           | sea moderate.                        |
| 5   |              | 8       |                   |       |          |         |           |                 |                   |           |                                      |
| 6   |              | 8       |                   |       |          |         |           |                 |                   |           |                                      |
| 7   |              | 8       |                   |       |          |         |           |                 |                   |           | All light lookouts present           |
| 8   |              | 8       |                   |       |          |         |           |                 |                   |           | ventilator strictly attended to      |
| 9   |              | 8       |                   |       |          |         |           |                 |                   |           |                                      |
| 10  |              | 8       |                   |       |          |         |           |                 |                   |           |                                      |
| 11  |              | 8       |                   |       |          |         |           |                 |                   |           |                                      |
| 12  |              | 8       |                   |       |          |         |           |                 |                   |           |                                      |

BEARING &amp; DISTANCE AT NOON

| COURSE | DISTANCE | Difference Latitude | Departure | Latitude by Account | Latitude Observed | Difference of Longitude | Longitude by Account | Longitude by Chronometer | Longitude Observed | Variation | Distance Run per Patent Log |
|--------|----------|---------------------|-----------|---------------------|-------------------|-------------------------|----------------------|--------------------------|--------------------|-----------|-----------------------------|
| ENE    | 180      | 22'                 | 47'       | 28° 51'             | 28° 51'           | 215'                    | 103° 31'             | 107° 39'                 | 107° 39'           | 2° 36'    | —                           |

ON THE LOOK-OUT

| From | To |
|------|----|
| 8    | 10 |
| 10   | 12 |
| 12   | 2  |
| 2    | 4  |
| 4    | 6  |

NAME

Long  
Baker  
Hess  
Baker  
Baker

LANTERNS HUNG OUT

From sunset To sunrise

C Richmond

Mate.

Master.

[illegible]

BEARING &amp; DISTANCE AT NOON

| COURSE | DISTANCE | Difference<br>Latitude | Departure | Latitude by<br>Account | Latitude<br>Observed | Difference of<br>Longitude | Longitude by<br>Account | Longitude by<br>Chronometer | Latitude<br>Observed | Variation | Distance Run<br>per Patent Log |
|--------|----------|------------------------|-----------|------------------------|----------------------|----------------------------|-------------------------|-----------------------------|----------------------|-----------|--------------------------------|
| 87° 6' | 168'     | 15'                    | 159'      | 13° 30'                | "                    | 26 1/2'                    | 93° 47'                 | 93° 31'                     | 93° 31'              | 0° 16'    | "                              |

## ON THE LOOK-OUT

From *8* To *10*  
*10* " *13*  
*13* " *9*  
*9* " *14*  
*14* " *8*

NAME:

Redwood  
very  
tall  
trees

LANTERNS HUNG OUT

From *Sunset* To *Sunrise*

C Richmond

*Male.*

*Master.*

|           | Distance Run. | WINDS—see Form No. |       |          |         |           |                 |                   | REMARKS &c.                                                                                                                                |
|-----------|---------------|--------------------|-------|----------|---------|-----------|-----------------|-------------------|--------------------------------------------------------------------------------------------------------------------------------------------|
| Knots     | Fathoms       | Direction          | Force | Sail Set | Log Way | Barometer | Temperature Air | Temperature Water | Deviation                                                                                                                                  |
| Grove     |               |                    |       |          |         |           |                 |                   | Sunday Jan 17 <sup>th</sup> 1896                                                                                                           |
| E. 100 ft | 4             | WNW                | 6     |          | 2 1/2   | 30.4      | 44              | 46                | This day begins with fresh W.N.W. wind, continues drizzling rain sea moderate.                                                             |
| "         | 4             | "                  | "     |          | "       | "         | "               | "                 | "                                                                                                                                          |
| "         | 4             | "                  | "     |          | "       | "         | "               | "                 | "                                                                                                                                          |
| "         | 4             | "                  | "     |          | "       | "         | "               | "                 | "                                                                                                                                          |
| "         | 4             | "                  | "     |          | "       | "         | "               | "                 | "                                                                                                                                          |
| "         | 4             | West               | "     |          | "       | "         | "               | "                 | Sun day Respected.                                                                                                                         |
| "         | 4             | "                  | "     |          | "       | "         | "               | "                 | heavy shower during which wind shifted to the Westward, gradually veering Southw'dly of West + clearing up. wind falling slightly in force |
| "         | 4             | "                  | "     |          | "       | "         | "               | "                 | "                                                                                                                                          |
| "         | 4             | WSW                | 5     |          | 2 1/2   | 30.4      | 44              | 46                | "                                                                                                                                          |
| "         | 6             | "                  | "     |          | "       | "         | "               | "                 | freshened + wind veering S.W., clear + fine sea moderate, sun visible from the Southward,                                                  |
| "         | 6             | "                  | 6     |          | "       | "         | "               | "                 | "                                                                                                                                          |
| "         | 4             | "                  | "     |          | "       | "         | "               | "                 | "                                                                                                                                          |
| "         | 4             | SW                 | "     |          | 2 1/2   | "         | "               | "                 | "                                                                                                                                          |
| "         | 4             | "                  | "     |          | "       | "         | "               | "                 | "                                                                                                                                          |
| "         | 4             | "                  | "     |          | "       | "         | "               | "                 | Abs. fine wind hauled out Southerly braced up on Starboard tack.                                                                           |
| "         | 4             | 8                  | "     |          | "       | "         | "               | "                 | "                                                                                                                                          |
| "         | 4             | "                  | "     |          | "       | "         | "               | "                 | All lights lookouts pumps + Ventilators strictly attended to.                                                                              |
| "         | 4             | "                  | "     |          | "       | "         | "               | "                 | "                                                                                                                                          |
| "         | 4             | "                  | "     |          | "       | "         | "               | "                 | "                                                                                                                                          |

BEARING & DISTANCE AT NOON.

| SE. | DISTANCE | Difference Latitude | Departure | Latitude by Account | Latitude Observed | Difference of Longitude | Longitude by Account | Longitude by Chronometer | Longitude Observed | Variation | Distance Run per Patent Log |
|-----|----------|---------------------|-----------|---------------------|-------------------|-------------------------|----------------------|--------------------------|--------------------|-----------|-----------------------------|
| 86. | 166      | 40                  | 161.      | B. 54               | 1700              | 243.                    | 88 10                | 87 54                    | 87 54              | 22".      |                             |

ON THE LOOK-OUT

|    |    |    |
|----|----|----|
| 8  | To | 0  |
| 10 | "  | 12 |
| 12 | "  | 2  |
| 2  | "  | 4  |
| 4  | "  | 6  |

NAMI

LANTERNS HUNG OUT

From *June 1st* To *June 1st*

C Richmond

Male.

Master

LOG of the

From

Europe  
Napier

Towards

London.

No. 301

## CHIEF OFFICER'S LOG.

| Hrs | Course | Distance Run. |         | WINDS—see Formula. |       | Sail Set. | Lee Way | Thermometer | Temperature Air | Temperature Water | Deviation | REMARKS, &c.                          |
|-----|--------|---------------|---------|--------------------|-------|-----------|---------|-------------|-----------------|-------------------|-----------|---------------------------------------|
|     |        | Knots         | Fathoms | Direction          | Force |           |         |             |                 |                   |           |                                       |
| 1   | ENE    | 6             |         | SEW S              |       |           |         |             |                 |                   |           | Monday January 13 <sup>th</sup> 1896. |
| 2   |        | 6             |         |                    |       |           |         |             |                 |                   |           | This day begins with moderate         |
| 3   |        | 6             |         |                    |       |           |         |             |                 |                   |           | SEW winds clear, weather very         |
| 4   |        | 6             |         |                    |       |           |         |             |                 |                   |           | fine, sea smooth.                     |
| 5   |        | 6             |         |                    |       |           |         |             |                 |                   |           |                                       |
| 6   |        | 6             |         |                    |       |           |         |             |                 |                   |           | People variously employed             |
| 7   |        | 6             |         | SEW                |       |           |         |             |                 |                   |           | Tradersmen at their trade.            |
| 8   |        | 6             |         |                    |       |           |         |             |                 |                   |           |                                       |
| 9   |        | 6             |         |                    |       |           |         |             |                 |                   |           |                                       |
| 10  |        | 6             |         |                    |       |           |         |             |                 |                   |           |                                       |
| 11  |        | 6             |         |                    |       |           |         |             |                 |                   |           |                                       |
| 12  | ENE    | 6             |         | Wet S              |       |           |         |             |                 |                   |           | Wind gradually veering                |
| 1   |        | 5             |         |                    |       |           |         |             |                 |                   |           | into the westward weather             |
| 2   |        | 5             |         |                    |       |           |         |             |                 |                   |           | very fine clear, sea smooth           |
| 3   |        | 5             |         |                    |       |           |         |             |                 |                   |           | sumulus from the westward.            |
| 4   |        | 5             |         |                    |       |           |         |             |                 |                   |           | Wind becoming in force.               |
| 5   |        | 5             |         |                    |       |           |         |             |                 |                   |           |                                       |
| 6   |        | 5             |         |                    |       |           |         |             |                 |                   |           |                                       |
| 7   |        | 5             |         |                    |       |           |         |             |                 |                   |           |                                       |
| 8   |        | 5             |         | W & N              |       |           |         |             |                 |                   |           | All light lookout pumps               |
| 9   |        | 5             |         |                    |       |           |         |             |                 |                   |           | & Ventilators strictly attended to    |
| 10  |        | 5             |         |                    |       |           |         |             |                 |                   |           |                                       |
| 11  |        | 5             |         |                    |       |           |         |             |                 |                   |           |                                       |
| 12  |        | 5             |         |                    |       |           |         |             |                 |                   |           |                                       |

## BEARING &amp; DISTANCE AT NOON

Current setting to the East Eastward.

| COURSE | DISTANCE | Difference Latitude | Departure | Latitude by Account | Latitude Observed | Difference of Longitude | Longitude by Account | Longitude by Chronometer | Longitude Observed | Variation | Distance Run per Patent Log |
|--------|----------|---------------------|-----------|---------------------|-------------------|-------------------------|----------------------|--------------------------|--------------------|-----------|-----------------------------|
| ENE    | 138      | 13                  | 138       | 54° 20'             | 54° 13'           | 235                     | 84° 54'              | 84° 04'                  | 84° 03'            | 21'       |                             |

## ON THE LOOK-OUT

From 8 To 10  
10 " 12  
12 " 2  
2 " 4  
4 " 5.

## NAME

Roller  
Brid  
Parson  
Storer  
Johnson.

## LANTERNS HUNG OUT

From Sunset To Sunrise

C. Richmond

Mate.

Master.

LOG of the

From

Europe  
Napier

Towards

London.

## CHIEF OFFICER'S LOG.

| Hrs | Course | Distance Run. |         | WINDS—see Formula. |       | Sail Set. | Lee Way | Thermometer | Temperature Air | Temperature Water | Deviation | REMARKS, &c.                           |
|-----|--------|---------------|---------|--------------------|-------|-----------|---------|-------------|-----------------|-------------------|-----------|----------------------------------------|
|     |        | Knots         | Fathoms | Direction          | Force |           |         |             |                 |                   |           |                                        |
| 1   | ENE    | 6             |         | SEW S              |       |           |         |             |                 |                   |           | Tuesday January 14 <sup>th</sup> 1896. |
| 2   |        | 6             |         |                    |       |           |         |             |                 |                   |           | This day begins with fresh breeze      |
| 3   |        | 6             |         |                    |       |           |         |             |                 |                   |           | from W. N. W. clear weather very fine  |
| 4   |        | 6             |         |                    |       |           |         |             |                 |                   |           | sea smooth, cumulus clouds from        |
| 5   |        | 6             |         |                    |       |           |         |             |                 |                   |           | the N. W.                              |
| 6   |        | 6             |         |                    |       |           |         |             |                 |                   |           |                                        |
| 7   |        | 6             |         |                    |       |           |         |             |                 |                   |           | People variously employed              |
| 8   |        | 6             |         |                    |       |           |         |             |                 |                   |           | Tradersmen at their trade.             |
| 9   |        | 6             |         |                    |       |           |         |             |                 |                   |           |                                        |
| 10  |        | 6             |         |                    |       |           |         |             |                 |                   |           |                                        |
| 11  |        | 6             |         |                    |       |           |         |             |                 |                   |           |                                        |
| 12  |        | 6             |         |                    |       |           |         |             |                 |                   |           |                                        |
| 1   | ENE    | 6             |         | W & N              |       |           |         |             |                 |                   |           | Wind veering into N. W. & freshening   |
| 2   |        | 6             |         |                    |       |           |         |             |                 |                   |           | handed royal sky becoming              |
| 3   |        | 6             |         |                    |       |           |         |             |                 |                   |           | overcast & clouded, barometer slowly   |
| 4   |        | 6             |         |                    |       |           |         |             |                 |                   |           | falling                                |
| 5   |        | 6             |         |                    |       |           |         |             |                 |                   |           |                                        |
| 6   |        | 6             |         |                    |       |           |         |             |                 |                   |           |                                        |
| 7   |        | 6             |         |                    |       |           |         |             |                 |                   |           | Wind increasing to a moderate          |
| 8   |        | 6             |         |                    |       |           |         |             |                 |                   |           | gale, coming away continuous drizzle   |
| 9   |        | 6             |         |                    |       |           |         |             |                 |                   |           | rain handed by gale with               |
| 10  |        | 6             |         |                    |       |           |         |             |                 |                   |           | All light lookout pumps &              |
| 11  |        | 6             |         |                    |       |           |         |             |                 |                   |           | Ventilators strictly attended to       |
| 12  |        | 6             |         |                    |       |           |         |             |                 |                   |           |                                        |

## BEARING &amp; DISTANCE AT NOON

| COURSE | DISTANCE | Difference Latitude | Departure | Latitude by Account | Latitude Observed | Difference of Longitude | Longitude by Account | Longitude by Chronometer | Longitude Observed | Variation | Distance Run per Patent Log |
|--------|----------|---------------------|-----------|---------------------|-------------------|-------------------------|----------------------|--------------------------|--------------------|-----------|-----------------------------|
| ENE    | 151      | 43                  | 114       | 54° 20'             | 54° 13'           | 235                     | 84° 54'              | 84° 04'                  | 84° 03'            | 21'       |                             |

## ON THE LOOK-OUT

From 8 To 10  
10 " 12  
12 " 2  
2 " 4  
4 " 6.

## NAME

Parson  
Storer  
Roller  
Brid  
Royal

## LANTERNS HUNG OUT

From Sunset To Sunrise

C. Richmond

Mate.

Master.

## CHIEF OFFICER'S LOG

| Hrs | Course | Distance Run |         | WINDS—see Formula |       | Sail Set | Lee Way | Barometer | Temperature Air | Temperature Water | Deviation | REMARKS, &c.                             |
|-----|--------|--------------|---------|-------------------|-------|----------|---------|-----------|-----------------|-------------------|-----------|------------------------------------------|
|     |        | Miles        | Fathoms | Direction         | Force |          |         |           |                 |                   |           |                                          |
| 1   | ENE    | 4            |         | NW                | 4     |          |         | 29.7      | 47              | 47                |           | Wednesday January 15 <sup>th</sup> 1896. |
| 2   |        | 4            |         |                   |       |          |         |           |                 |                   |           | This day begins with fresh               |
| 3   |        | 4            |         |                   |       |          |         |           |                 |                   |           | N.W. gale, continue rain very heavy      |
| 4   |        | 4            |         |                   |       |          |         |           |                 |                   |           | weather thick & heavy. Lookouts all      |
| 5   |        | 4            |         |                   |       |          |         |           |                 |                   |           | the time & fog from rounded at           |
| 6   |        | 4            |         |                   |       |          |         |           |                 |                   |           | interval of one minute vessel            |
| 7   |        | 4            |         |                   |       |          |         |           |                 |                   |           | running with wind well on port           |
| 8   |        | 4            |         |                   |       |          |         |           |                 |                   |           | Quarters under full topmast. Shown       |
| 9   |        | 4            |         |                   |       |          |         |           |                 |                   |           | light.                                   |
| 10  |        | 4            |         |                   |       |          |         |           |                 |                   |           | People variously employed                |
| 11  |        | 4            |         |                   |       |          |         |           |                 |                   |           | Tradesmen at their trade.                |
| 12  | ENE    | 4            |         | NW                | 4     |          |         | 29.7      | 47              | 47                |           |                                          |
| 1   |        | 8            |         |                   |       |          |         |           |                 |                   |           |                                          |
| 2   |        | 8            |         |                   |       |          |         |           |                 |                   |           |                                          |
| 3   |        | 8            |         |                   |       |          |         |           |                 |                   |           |                                          |
| 4   |        | 8            |         | WNW               |       |          |         |           |                 |                   |           | Wind gradually drawing aft.              |
| 5   |        | 8            |         |                   |       |          |         |           |                 |                   |           | Weather clearing, set all sail.          |
| 6   |        | 8            |         |                   |       |          |         |           |                 |                   |           | Wind somewhat lessening in               |
| 7   |        | 8            |         |                   |       |          |         |           |                 |                   |           | force, sea moderate.                     |
| 8   |        | 8            |         |                   |       |          |         |           |                 |                   |           |                                          |
| 9   |        | 8            |         |                   |       |          |         |           |                 |                   |           | All light lookouts pumped &              |
| 10  |        | 8            |         |                   |       |          |         |           |                 |                   |           | Ventilators strictly attended to.        |
| 11  |        | 8            |         | West              |       |          |         |           |                 |                   |           |                                          |
| 12  |        | 8            |         |                   |       |          |         |           |                 |                   |           |                                          |

## BEARING &amp; DISTANCE AT NOON

| COURSE | DISTANCE | Difference Latitude | Departure | Latitude by Account | Latitude Observed | Difference of Longitude | Longitude by Account | Longitude by Chronometer | Longitude Observed | Variation | Distance Run per Patent Log |
|--------|----------|---------------------|-----------|---------------------|-------------------|-------------------------|----------------------|--------------------------|--------------------|-----------|-----------------------------|
| ENE    | 153      | 65                  | 191       | 55.51               | 56.00             | 30.7                    | 74.59                | 74.50                    | 74.50              | 20.6      |                             |

## ON THE LOOK-OUT

| From | To |
|------|----|
| 6    | 8  |
| 8    | 10 |
| 10   | 12 |
| 12   | 2  |
| 2    | 4  |
| 4    | 6  |
| 6    | 8  |

## NAME

Buttwell  
Pollak  
Reid  
Parsons  
Stonae  
Reid  
Johnson  
Royal.

## LANTERNS HUNG OUT

From Search To Larvise

C Richmond

Mate.

Master.

## CHIEF OFFICER'S LOG.

| Hrs | Course | Distance Run |         | WINDS—see Formula |       | Sail Set | Lee Way | Barometer | Temperature Air | Temperature Water | Deviation | REMARKS, &c.                            |
|-----|--------|--------------|---------|-------------------|-------|----------|---------|-----------|-----------------|-------------------|-----------|-----------------------------------------|
|     |        | Miles        | Fathoms | Direction         | Force |          |         |           |                 |                   |           |                                         |
| 1   | ENE    | 6            |         | West              | 5     |          |         | 29.7      | 46              | 46                |           | Thursday January 16 <sup>th</sup> 1896. |
| 2   |        | 6            |         |                   |       |          |         |           |                 |                   |           | This day begins with fresh to moderate  |
| 3   |        | 6            |         |                   |       |          |         |           |                 |                   |           | winds, cloudy sky, sea smooth.          |
| 4   |        | 6            |         | WNW               |       |          |         |           |                 |                   |           | Wind veering gradually towards          |
| 5   |        | 5            |         |                   |       |          |         |           |                 |                   |           | the southward, small drizzling rain     |
| 9   |        | 5            |         |                   |       |          |         |           |                 |                   |           | at times.                               |
| 7   |        | 5            |         |                   |       |          |         |           |                 |                   |           | People variously employed               |
| 8   |        | 5            |         | SW                |       |          |         |           |                 |                   |           | Tradesmen at their trade.               |
| 9   |        | 4            |         |                   |       |          |         |           |                 |                   |           |                                         |
| 10  |        | 4            |         |                   |       |          |         |           |                 |                   |           |                                         |
| 11  |        | 4            |         |                   |       |          |         |           |                 |                   |           |                                         |
| 12  | ENE    | 4            |         | North             |       |          |         | 29.7      | 46              | 46                |           | Mid-wind falling away in strength       |
| 1   |        | 4            |         |                   |       |          |         |           |                 |                   |           | hauling out to the southward, breeze    |
| 2   |        | 4            |         |                   | 3     |          |         |           |                 |                   |           | up on Port Lark. sky clearing sea       |
| 3   |        | 4            |         |                   |       |          |         |           |                 |                   |           | smooth, clouds still morning            |
| 4   |        | 4            |         | SE                |       |          |         |           |                 |                   |           | from the N.W. hauling out the           |
| 5   | ENE    | 4            |         |                   |       |          |         |           |                 |                   |           | wind moderate, becoming very            |
| 9   |        | 4            |         |                   |       |          |         | 29.7      |                 |                   |           | unsteady in direction                   |
| 7   |        | 4            |         |                   |       |          |         |           |                 |                   |           |                                         |
| 8   |        | 4            |         |                   |       |          |         |           |                 |                   |           | Eight Hadesco Islands bearing           |
| 9   |        | 4            |         |                   |       |          |         |           |                 |                   |           | N.E. distant 30 miles                   |
| 10  |        | 4            |         | NE                |       |          |         |           |                 |                   |           | All light lookouts pumped &             |
| 11  | ENE    | 4            |         |                   |       |          |         |           |                 |                   |           | Ventilators strictly attended to.       |
| 12  |        | 4            |         |                   |       |          |         |           |                 |                   |           |                                         |

## BEARING &amp; DISTANCE AT NOON

| COURSE | DISTANCE | Difference Latitude | Departure | Latitude by Account | Latitude Observed | Difference of Longitude | Longitude by Account | Longitude by Chronometer | Longitude Observed | Variation | Distance Run per Patent Log |
|--------|----------|---------------------|-----------|---------------------|-------------------|-------------------------|----------------------|--------------------------|--------------------|-----------|-----------------------------|
| ENE    | 111      | 30                  | 108       | 16.30               | 16.30             | 19.3                    | 74.59                | 74.50                    | 74.50              | 20.6      |                             |

## ON THE LOOK-OUT

| From | To |
|------|----|
| 8    | 10 |
| 10   | 12 |
| 12   | 2  |
| 2    | 4  |
| 4    | 6  |
| 6    | 8  |

## NAME

Pollak  
Parsons  
Stonae  
Reid  
Johnson  
Royal

## LANTERNS HUNG OUT

From Search To Larvise

C Richmond

Mate.

Master.

LOG of the

From

Europe  
Napier

Towards

London.

## CHIEF OFFICER'S LOG

| Hrs | Course | Distance Run |         | WINDS—see Formula |       | Sail Set | Lee Way | Barometer | Temperature Air | Temperature Water | Deviation | REMARKS, &c.                                                  |
|-----|--------|--------------|---------|-------------------|-------|----------|---------|-----------|-----------------|-------------------|-----------|---------------------------------------------------------------|
|     |        | Knots        | Fathoms | Direction         | Force |          |         |           |                 |                   |           |                                                               |
| 1   | E x N  | 4            |         | Northerly         | 3     |          |         | 29.45     | 44              | 9                 |           | Friday January 17 1896.                                       |
| 2   |        | 4            |         |                   |       |          |         |           |                 |                   |           | This day begins with light to moderate Northerly winds cloudy |
| 3   |        | 4            |         |                   |       |          |         |           |                 |                   |           | fine sea smooth clouds from the N.W.                          |
| 4   |        | 4            |         |                   |       |          |         |           |                 |                   |           |                                                               |
| 5   |        | 4            |         |                   |       |          |         |           |                 |                   |           | People variously employed.                                    |
| 6   |        | 4            |         |                   |       |          |         |           |                 |                   |           | Tradersmen at their trade                                     |
| 7   |        | 4            |         |                   |       |          |         |           |                 |                   |           |                                                               |
| 8   |        | 4            |         |                   |       |          |         |           |                 |                   |           |                                                               |
| 9   |        | 4            |         |                   |       |          |         |           |                 |                   |           | Drace Rameray Island Bearing                                  |
| 10  |        | 4            |         |                   |       |          |         |           |                 |                   |           | N.W. distant 35 miles.                                        |
| 11  |        | 4            |         |                   |       |          |         |           |                 |                   |           |                                                               |
| 12  | E x N  | 4            |         |                   |       |          |         | 29.45     | 44              | 9                 |           |                                                               |
| 1   |        | 5            |         | N.W.              |       |          |         | 29.45     | 44              | 9                 |           | mid-wind evening N.W.                                         |
| 2   |        | 5            |         |                   |       |          |         |           |                 |                   |           | unsteady in force & direction                                 |
| 3   |        | 5            |         |                   |       |          |         |           |                 |                   |           | dry cloudy & overcast, sea smooth                             |
| 4   |        | 5            |         |                   |       |          |         |           |                 |                   |           |                                                               |
| 5   |        | 5            |         |                   |       |          |         |           |                 |                   |           | Several vessels sighted outwards                              |
| 6   |        | 5            |         |                   |       |          |         |           |                 |                   |           | bound, to far off to signal                                   |
| 7   |        | 5            |         | West              |       |          |         |           |                 |                   |           |                                                               |
| 8   |        | 5            |         |                   |       |          |         |           |                 |                   |           |                                                               |
| 9   |        | 5            |         |                   |       |          |         |           |                 |                   |           | All light lookout pumps                                       |
| 10  |        | 5            |         |                   |       |          |         |           |                 |                   |           | & ventilation strictly attended to                            |
| 11  |        | 5            |         |                   |       |          |         |           |                 |                   |           |                                                               |
| 12  |        | 5            |         |                   |       |          |         |           |                 |                   |           |                                                               |

BEARING &amp; DISTANCE AT NOON

| COURSE  | DISTANCE | Difference Latitude | Departure | Latitude by Account | Latitude Observed | Difference of Longitude | Longitude by Account | Longitude by Chronometer | Longitude Observed | Variation | Distance Run per Patent Log |
|---------|----------|---------------------|-----------|---------------------|-------------------|-------------------------|----------------------|--------------------------|--------------------|-----------|-----------------------------|
| 84° 48' | 115.     | 26.                 | 112       | 16° 54'             | 16° 56'           | 204.                    | 68° 9'               | 68° 13'                  | 68° 13'            | 21° E     |                             |

ON THE LOOK-OUT

| From | To |
|------|----|
| 8    | 10 |
| 10   | 12 |
| 12   | 2  |
| 2    | 4  |
| 4    | 6  |

NAME

Roller  
Raid  
Parson  
Sloan  
Royal.

LANTERNS HUNG OUT

From Sunset To Sunrise

T. Richmond

Mate.

Master.

LOG of the

From

Europe  
Napier

Towards

London.

## CHIEF OFFICER'S LOG.

| Hrs | Course | Distance Run |         | WINDS—see Formula |       | Sail Set | Lee Way | Barometer | Temperature Air | Temperature Water | Deviation | REMARKS, &c.                             |
|-----|--------|--------------|---------|-------------------|-------|----------|---------|-----------|-----------------|-------------------|-----------|------------------------------------------|
|     |        | Knots        | Fathoms | Direction         | Force |          |         |           |                 |                   |           |                                          |
| 1   | E x E  | 6            |         | West              | 5     |          |         | 29.45     | 44              | 9                 |           | Saturday January 18 1896.                |
| 2   |        | 6            |         |                   |       |          |         |           |                 |                   |           | This day begins with moderate            |
| 3   |        | 6            |         |                   |       |          |         |           |                 |                   |           | to fresh breeze clear & fine, sea smooth |
| 4   |        | 6            |         |                   |       |          |         |           |                 |                   |           |                                          |
| 5   |        | 6            |         |                   |       |          |         |           |                 |                   |           | People variously employed                |
| 6   |        | 6            |         |                   |       |          |         |           |                 |                   |           | Tradersmen at their trade.               |
| 7   |        | 6            |         |                   |       |          |         |           |                 |                   |           |                                          |
| 8   |        | 6            |         |                   |       |          |         |           |                 |                   |           | Spoke Ship 'Mackend' of Glasgow out      |
| 9   |        | 6            |         |                   |       |          |         |           |                 |                   |           | ward bound                               |
| 10  |        | 6            |         |                   |       |          |         |           |                 |                   |           | also Ship 'Theodor' of Bremen & Barge    |
| 11  |        | 6            |         |                   |       |          |         |           |                 |                   |           | Marion Crosbie of Glasgow both bound     |
| 12  | E x E  | 6            |         | SW.               | 5     |          |         | 29.45     | 44              | 9                 |           | out. asked them to report as all         |
| 1   |        | 6            |         |                   |       |          |         |           |                 |                   |           | well.                                    |
| 2   |        | 6            |         |                   |       |          |         |           |                 |                   |           | continued fresh breeze very              |
| 3   |        | 6            |         |                   |       |          |         |           |                 |                   |           | unsteady in direction cumulus            |
| 4   |        | 6            |         |                   |       |          |         |           |                 |                   |           | strata from the N.W. weaker clear &      |
| 5   |        | 6            |         |                   |       |          |         |           |                 |                   |           | fine, sea smooth.                        |
| 6   |        | 6            |         | West              |       |          |         |           |                 |                   |           |                                          |
| 7   |        | 6            |         |                   |       |          |         |           |                 |                   |           |                                          |
| 8   |        | 6            |         |                   |       |          |         |           |                 |                   |           |                                          |
| 9   |        | 6            |         |                   |       |          |         |           |                 |                   |           | All light lookout pumps &                |
| 10  |        | 6            |         | WNW               |       |          |         |           |                 |                   |           | ventilators strictly attended to         |
| 11  |        | 6            |         |                   |       |          |         |           |                 |                   |           |                                          |
| 12  |        | 6            |         |                   |       |          |         |           |                 |                   |           |                                          |

BEARING &amp; DISTANCE AT NOON

| COURSE | DISTANCE | Difference Latitude | Departure | Latitude by Account | Latitude Observed | Difference of Longitude | Longitude by Account | Longitude by Chronometer | Longitude Observed | Variation | Distance Run per Patent Log |
|--------|----------|---------------------|-----------|---------------------|-------------------|-------------------------|----------------------|--------------------------|--------------------|-----------|-----------------------------|
| 63° 6' | 149'     | 68'                 | 133'      | 15° 46'             | 15° 48'           | 238                     | 64° 35'              | 64° 15'                  | 64° 15'            | 26° S     |                             |

ON THE LOOK-OUT

| From | To |
|------|----|
| 8    | 10 |
| 10   | 12 |
| 12   | 2  |
| 2    | 4  |
| 4    | 6  |

NAME

Parson  
Sloan  
Roller  
Raid  
Royal.

LANTERNS HUNG OUT

From Sunset To Sunrise

T. Richmond

Mate.

Master.

LOG of the

From

Enterprise  
Napier

Towards

London

## CHIEF OFFICER'S LOG.

| Hrs | Course | Distance Run<br>Knots | WINDS—see Formula<br>Direction Force | Sea | Log | Remarks, &c.                                                |
|-----|--------|-----------------------|--------------------------------------|-----|-----|-------------------------------------------------------------|
| 1   | N.E.   | 6                     | N.W. 5                               |     |     | Sunday January 19 <sup>th</sup> 1896.                       |
| 2   |        | 6                     |                                      |     |     | This day begins with moderate breeze from N.W. cloudy fine. |
| 3   |        | 6                     |                                      |     |     | Sea smooth, several vessels in sight homeward bound.        |
| 4   |        | 6                     |                                      |     |     |                                                             |
| 5   |        | 6                     |                                      |     |     |                                                             |
| 6   |        | 6                     |                                      |     |     | Sunday Respected.                                           |
| 7   |        | 6                     |                                      |     |     |                                                             |
| 8   |        | 6                     |                                      |     |     |                                                             |
| 9   |        | 6                     |                                      |     |     |                                                             |
| 10  |        | 6                     |                                      |     |     |                                                             |
| 11  |        | 6                     |                                      |     |     |                                                             |
| 12  | N.E.   | 6                     | N.W. 5                               |     |     | Mid- cloudy forecast, light drizzling rain, gusty at times. |
| 1   |        | 6                     |                                      |     |     | wind steady in direction.                                   |
| 2   |        | 6                     |                                      |     |     | Signalled Barge "Dunker"                                    |
| 3   |        | 6                     |                                      |     |     | 30 days out from Quebec toward Boston.                      |
| 4   |        | 6                     |                                      |     |     |                                                             |
| 5   |        | 6                     |                                      |     |     |                                                             |
| 6   |        | 6                     |                                      |     |     |                                                             |
| 7   |        | 6                     |                                      |     |     |                                                             |
| 8   |        | 6                     |                                      |     |     | All light look out pumps                                    |
| 9   |        | 6                     |                                      |     |     | ventilators strictly attended to.                           |
| 10  |        | 6                     |                                      |     |     |                                                             |
| 11  |        | 6                     |                                      |     |     |                                                             |
| 12  |        | 6                     |                                      |     |     |                                                             |

BEARING &amp; DISTANCE AT NOON

| COURSE            | DISTANCE | Difference Latitude | Departure | Latitude by Account | Latitude Observed | Difference of Longitude | Longitude by Account | Longitude by Chronometer | Longitude Observed | Variation | Distance Run per Patent Log |
|-------------------|----------|---------------------|-----------|---------------------|-------------------|-------------------------|----------------------|--------------------------|--------------------|-----------|-----------------------------|
| N <sup>46</sup> W | 149      | 36'                 | 1415      | 5513                | 5513              | 287                     | 6009                 | 6007                     | 6009               | 16'       |                             |

ON THE LOOK-OUT

NAME

LANTERNS HUNG OUT

|      |    |    |    |
|------|----|----|----|
| From | 8  | To | 10 |
|      | 10 |    | 12 |
|      | 12 |    | 2  |
|      | 2  |    | 4  |
|      | 4  |    | 6  |

Sherlock  
Hails  
Lawson  
Magnus  
Long

From Sunset To Sunrise

C Richmond Mate.

Master.

LOG of the

From

Enterprise  
Napier

Towards

London

## CHIEF OFFICER'S LOG.

| FS | Course | Distance Run<br>Knots | WINDS—see Formula<br>Direction Force | Sea | Log | Remarks, &c.                                                          |
|----|--------|-----------------------|--------------------------------------|-----|-----|-----------------------------------------------------------------------|
| 1  | N.W.   | 5                     | N.W. 4                               |     |     | Monday Jan 20 <sup>th</sup> 1896.                                     |
| 2  |        | 5                     |                                      |     |     | This day begins with moderate breeze from N.W. clear & fine fine sea. |
| 3  |        | 4                     |                                      |     |     | Smooth. Wind rapidly falling away light & drawing southerly.          |
| 4  |        | 4                     |                                      |     |     |                                                                       |
| 5  |        | 3                     | N.W. 3                               |     |     | People variously employed.                                            |
| 9  |        | 3                     |                                      |     |     | Tradersmen at this trade.                                             |
| 7  |        | 3                     |                                      |     |     |                                                                       |
| 8  |        | 3                     |                                      |     |     |                                                                       |
| 9  |        | 2                     |                                      |     |     |                                                                       |
| 0  |        | 2                     |                                      |     |     |                                                                       |
| 11 |        | 2                     |                                      |     |     |                                                                       |
| 2  | N.W.   | 7                     |                                      |     |     | Mid- very light southerly air clear fine, sea smooth.                 |
| 1  |        | 2                     | S.W. 1                               |     |     |                                                                       |
| 2  |        | 2                     |                                      |     |     |                                                                       |
| 3  |        | 2                     |                                      |     |     |                                                                       |
| 4  |        | 2                     |                                      |     |     | sky becoming overcast.                                                |
| 5  |        | 2                     |                                      |     |     | indication of rain & fog.                                             |
| 9  |        | 2                     |                                      |     |     |                                                                       |
| 7  |        | 2                     |                                      |     |     |                                                                       |
| 8  |        | 2                     |                                      |     |     | All light look out pumps                                              |
| 9  |        | 2                     |                                      |     |     | ventilators strictly attended to.                                     |
| 0  |        | 2                     |                                      |     |     |                                                                       |
| 1  |        | 2                     |                                      |     |     |                                                                       |
| 2  |        | 2                     |                                      |     |     |                                                                       |

BEARING &amp; DISTANCE AT NOON

| COURSE            | DISTANCE | Difference Latitude | Departure | Latitude by Account | Latitude Observed | Difference of Longitude | Longitude by Account | Longitude by Chronometer | Longitude Observed | Variation | Distance Run per Patent Log |
|-------------------|----------|---------------------|-----------|---------------------|-------------------|-------------------------|----------------------|--------------------------|--------------------|-----------|-----------------------------|
| N <sup>46</sup> W | 63       | 20'                 | 60        | 5457                | 5455              | 177                     | 5822                 | 5814                     | 5819               | 16'       |                             |

ON THE LOOK-OUT

NAME

LANTERNS HUNG OUT

|      |    |    |    |
|------|----|----|----|
| From | 8  | To | 10 |
|      | 10 |    | 12 |
|      | 12 |    | 2  |
|      | 2  |    | 4  |
|      | 4  |    | 6  |

Lawson  
Maynard  
Sherlock  
Hails  
Abramson

From Sunset To Sunrise

C Richmond Mate.

Master.

Master

LOG of the

From

Enterprise

Towards

London.

## CHIEF OFFICER'S LOG.

| Hrs | Distance Run |         | WINDS—see Formula |       | Force | Sail Set | Lee Way | Barometer | Temperature Air | Temperature Water | Deviation | REMARKS, &c.                          |
|-----|--------------|---------|-------------------|-------|-------|----------|---------|-----------|-----------------|-------------------|-----------|---------------------------------------|
|     | Knots        | Fathoms | Direction         | Force |       |          |         |           |                 |                   |           |                                       |
|     | Course       |         |                   |       |       |          |         |           |                 |                   |           | Tuesday, January 21 <sup>st</sup> 96. |
| 1   | East         | 1       |                   |       |       |          |         | 16.16     | 45.5            |                   |           | This day begins with light            |
| 2   |              | 1       |                   |       |       |          |         | 29.4      |                 |                   |           | morning with N.E. air buffing         |
| 3   | SE           | 1       |                   |       |       |          |         |           |                 |                   |           | small drizzling rain sea              |
| 4   | "            | 1       |                   |       |       |          |         |           |                 |                   |           | smooth.                               |
| 5   | Calan        | 0       |                   |       |       |          |         |           |                 |                   |           |                                       |
| 6   | North        | 0       | West              |       |       |          |         |           |                 |                   |           | Set down sea fog nearly               |
| 7   |              | 1       |                   |       |       |          |         |           |                 |                   |           | calm, lookouts of fog horn strictly   |
| 8   |              | 1       |                   |       |       |          |         |           |                 |                   |           | attended to.                          |
| 9   | N.E.         | 2       |                   |       |       |          |         |           |                 |                   |           | light breeze springing up from        |
| 10  |              | 2       |                   |       |       |          |         |           |                 |                   |           | the Westward sky overcast. fog        |
| 11  | "            | 3       |                   |       |       |          |         |           |                 |                   |           | lifting. Sea smooth.                  |
| 12  | "            | 3       | S.W.              | 2     |       |          |         | 29.46     | 45.5            |                   |           |                                       |
| 1   | N.E.         | 3       |                   |       |       |          |         |           |                 |                   |           | continued light breeze from           |
| 2   |              | 3       |                   |       |       |          |         |           |                 |                   |           | the Westward, gradually               |
| 3   |              | 3       |                   |       |       |          |         |           |                 |                   |           | drawing in the S.W. sky               |
| 4   |              | 3       |                   |       |       |          |         |           |                 |                   |           | overcast & cloudy. weather            |
| 5   | N.E.         | 3       |                   |       |       |          |         |           |                 |                   |           | fine.                                 |
| 6   |              | 3       |                   |       |       |          |         |           |                 |                   |           |                                       |
| 7   |              | 3       |                   |       |       |          |         |           |                 |                   |           |                                       |
| 8   |              | 3       |                   |       |       |          |         |           |                 |                   |           | All lights lookouts pumps             |
| 9   | N.E.         | 3       |                   |       |       |          |         |           |                 |                   |           | & Ventilators strictly attended to.   |
| 10  |              | 3       |                   |       |       |          |         |           |                 |                   |           |                                       |
| 11  |              | 3       |                   |       |       |          |         |           |                 |                   |           |                                       |
| 12  |              | 3       |                   |       |       |          |         |           |                 |                   |           |                                       |

BEARING &amp; DISTANCE AT NOON

| COURSE  | DISTANCE | Difference Latitude | Departure | Latitude by Account | Latitude Observed | Difference of Longitude | Longitude by Account | Longitude by Chronometer | Longitude Observed | Variation | Distance Run per Patent Log |
|---------|----------|---------------------|-----------|---------------------|-------------------|-------------------------|----------------------|--------------------------|--------------------|-----------|-----------------------------|
| N 50° E | 11.      | 33'                 | 39'       | 54.19               | 54.19             | 66                      | 17.13                | 17.08                    | 17.08              | 16°       |                             |

ON THE LOOK-OUT

NAME

LANTERNS HUNG OUT

From 8 To 10  
10 " 12  
12 " 2  
2 " 4  
4 " 5

Shellock.  
Hails.  
Lawson  
Maynasie  
Long.

From sunset To sunrise

S. Richmond  
Mate.

Master.

LOG of the

From

Enterprise

Towards

London.

## CHIEF OFFICER'S LOG.

| Hrs | Distance Run |         | WINDS—see Formula |       | Force | Sail Set | Lee Way | Barometer | Temperature Air | Temperature Water | Deviation | REMARKS, &c.                          |
|-----|--------------|---------|-------------------|-------|-------|----------|---------|-----------|-----------------|-------------------|-----------|---------------------------------------|
|     | Knots        | Fathoms | Direction         | Force |       |          |         |           |                 |                   |           |                                       |
|     | Course       |         |                   |       |       |          |         |           |                 |                   |           | Wednesday, Jan 22 <sup>nd</sup> 96    |
| 1   | N.E.         | 3       | N.W.              | 2     |       |          |         | 29.46     | 45.5            |                   |           | This day begins with light S.W. winds |
| 2   |              | 3       |                   |       |       |          |         |           |                 |                   |           | cloudy fine sea smooth.               |
| 3   |              | 3       |                   |       |       |          |         |           |                 |                   |           |                                       |
| 4   |              | 3       |                   |       |       |          |         |           |                 |                   |           | People employed cleaning boat         |
| 5   |              | 3       |                   |       |       |          |         |           |                 |                   |           | inside & all gear.                    |
| 9   |              | 3       |                   |       |       |          |         |           |                 |                   |           | Shudmen at their trades               |
| 7   |              | 3       |                   |       |       |          |         |           |                 |                   |           |                                       |
| 8   |              | 3       |                   |       |       |          |         |           |                 |                   |           |                                       |
| 9   |              | 3       |                   |       |       |          |         |           |                 |                   |           |                                       |
| 0   |              | 3       |                   |       |       |          |         |           |                 |                   |           |                                       |
| 1   |              | 3       |                   |       |       |          |         |           |                 |                   |           |                                       |
| 2   | N.E.         | 3       | S.W.              | 2     |       |          |         | 29.46     | 45.5            |                   |           | Inds continued light winds, sky       |
| 1   |              | 3       |                   |       |       |          |         |           |                 |                   |           | cloudy overcast. Sea smooth           |
| 2   |              | 3       |                   |       |       |          |         |           |                 |                   |           |                                       |
| 3   |              | 3       |                   |       |       |          |         |           |                 |                   |           |                                       |
| 4   |              | 3       |                   |       |       |          |         |           |                 |                   |           |                                       |
| 5   |              | 3       |                   |       |       |          |         |           |                 |                   |           | Continuation of above throughout      |
| 6   |              | 3       |                   |       |       |          |         |           |                 |                   |           | the remainder of this day.            |
| 7   |              | 3       |                   |       |       |          |         |           |                 |                   |           |                                       |
| 8   |              | 3       |                   |       |       |          |         |           |                 |                   |           |                                       |
| 9   |              | 3       |                   |       |       |          |         |           |                 |                   |           | All lights lookouts pumps &           |
| 10  |              | 3       |                   |       |       |          |         |           |                 |                   |           | Ventilation strictly attended to.     |
| 11  |              | 3       |                   |       |       |          |         |           |                 |                   |           |                                       |
| 12  |              | 3       |                   |       |       |          |         |           |                 |                   |           |                                       |

BEARING &amp; DISTANCE AT NOON

| COURSE  | DISTANCE | Difference Latitude | Departure | Latitude by Account | Latitude Observed | Difference of Longitude | Longitude by Account | Longitude by Chronometer | Longitude Observed | Variation | Distance Run per Patent Log |
|---------|----------|---------------------|-----------|---------------------|-------------------|-------------------------|----------------------|--------------------------|--------------------|-----------|-----------------------------|
| N 50° E | 47.      | 60'                 | 40'       | 53.24               | 53.19             | 64                      | 16.10                | 16.05                    | 16.05              | 15°       |                             |

ON THE LOOK-OUT

NAME

LANTERNS HUNG OUT

From 8 To 10  
10 " 12  
12 " 2  
2 " 4  
4 " 5

Lawson  
Maynasie  
Hails  
Long.

From sunset To sunrise

S. Richmond  
Mate.

Master.

Master.

## CHIEF OFFICER'S LOG

| Hrs | Distance Run |         | WINDS—see Formula |       | Sail Set | Lee Way | Barometer | Temperature Air | Temperature Water | Deviation | REMARKS, &c.                                                     |
|-----|--------------|---------|-------------------|-------|----------|---------|-----------|-----------------|-------------------|-----------|------------------------------------------------------------------|
|     | Knots        | Fathoms | Direction         | Force |          |         |           |                 |                   |           |                                                                  |
|     | Course       |         |                   |       |          |         |           |                 |                   |           | Thursday June 23 <sup>d</sup> 1896                               |
| 1   | 16.11        | 5       | SW                | 4     |          |         | 29.44     | 44.22           |                   |           | This day begins with freshening breeze from SW clear & very fine |
| 2   |              | 5       |                   |       |          |         |           |                 |                   |           | Sea smooth. Cumulus from S.W.                                    |
| 3   |              | 6       |                   | 5     |          |         |           |                 |                   |           | People employed cleaning ship                                    |
| 4   |              | 6       |                   |       |          |         |           |                 |                   |           | Tradesmen at their trade                                         |
| 5   |              | 4       |                   | 6     |          |         |           |                 |                   |           |                                                                  |
| 6   |              | 4       |                   |       |          |         |           |                 |                   |           |                                                                  |
| 7   |              | 4       |                   |       |          |         |           |                 |                   |           |                                                                  |
| 8   |              | 4       |                   |       |          |         |           |                 |                   |           |                                                                  |
| 9   |              | 4       |                   |       |          |         |           |                 |                   |           |                                                                  |
| 10  |              | 4       |                   |       |          |         |           |                 |                   |           |                                                                  |
| 11  |              | 4       |                   |       |          |         |           |                 |                   |           |                                                                  |
| 12  |              | 4       |                   |       |          |         |           |                 |                   |           |                                                                  |
| 1   | 17.02        | 4       | SW                | 6     |          |         | 29.44     | 44.22           |                   |           | Continued fresh S.W. wind clear & very fine occasional showers.  |
| 2   |              | 4       |                   |       |          |         |           |                 |                   |           |                                                                  |
| 3   |              | 4       |                   |       |          |         |           |                 |                   |           |                                                                  |
| 4   |              | 4       |                   |       |          |         |           |                 |                   |           |                                                                  |
| 5   |              | 4       |                   |       |          |         |           |                 |                   |           |                                                                  |
| 6   |              | 4       |                   |       |          |         |           |                 |                   |           |                                                                  |
| 7   |              | 4       |                   |       |          |         |           |                 |                   |           | All light lookout pump                                           |
| 8   |              | 4       |                   |       |          |         |           |                 |                   |           | & Ventilator strictly attended to.                               |
| 9   |              | 4       |                   |       |          |         |           |                 |                   |           |                                                                  |
| 10  |              | 4       |                   |       |          |         |           |                 |                   |           |                                                                  |
| 11  |              | 4       |                   |       |          |         |           |                 |                   |           |                                                                  |
| 12  |              | 4       |                   |       |          |         |           |                 |                   |           |                                                                  |

BEARING &amp; DISTANCE AT NOON

| COURSE | DISTANCE | Difference Latitude | Departure | Latitude by Account | Latitude Observed | Difference of Longitude | Longitude by Account | Longitude by Chronometer | Longitude Observed | Variation | Distance Run per Patent Log |
|--------|----------|---------------------|-----------|---------------------|-------------------|-------------------------|----------------------|--------------------------|--------------------|-----------|-----------------------------|
| 144.6  | 16.7     | 11.4                | 11.3      | 51.72               | 51.11             | 1.49                    | 155.2                | 155.35                   | 155.35             | 14.6      |                             |

ON THE LOOK-OUT

NAME

LANTERNS HUNG OUT

From 8 To 10  
10 " 12  
12 " 2  
2 " 4  
4 " 6

Hailer  
Long  
Magnum  
Hailer  
Holler

From Sunset To Sunrise

C Richmond

Mate.

Master.

## CHIEF OFFICER'S LOG.

| Hrs | Distance Run |         | WINDS—see Formula |       | Sail Set | Lee Way | Barometer | Temperature Air | Temperature Water | Deviation | REMARKS, &c.                                                                                                                                                |
|-----|--------------|---------|-------------------|-------|----------|---------|-----------|-----------------|-------------------|-----------|-------------------------------------------------------------------------------------------------------------------------------------------------------------|
|     | Knots        | Fathoms | Direction         | Force |          |         |           |                 |                   |           |                                                                                                                                                             |
|     | Course       |         |                   |       |          |         |           |                 |                   |           | Friday June 24 <sup>th</sup> 1896                                                                                                                           |
| 1   | 17.02        | 4       | SW                | 6     |          |         | 29.44     | 44.22           |                   |           | This day begins with fresh wind from S.W. gradually falling lighter weather clear & exceptionally fine, sea smooth                                          |
| 2   |              | 4       |                   |       |          |         |           |                 |                   |           |                                                                                                                                                             |
| 3   |              | 6       |                   |       |          |         |           |                 |                   |           |                                                                                                                                                             |
| 4   |              | 6       |                   |       |          |         |           |                 |                   |           |                                                                                                                                                             |
| 5   |              | 5       |                   |       |          |         |           |                 |                   |           | People employed cleaning ship                                                                                                                               |
| 6   |              | 5       |                   | 4     |          |         |           |                 |                   |           | Tradesmen at their trade.                                                                                                                                   |
| 7   |              | 5       |                   |       |          |         |           |                 |                   |           |                                                                                                                                                             |
| 8   |              | 5       |                   |       |          |         |           |                 |                   |           |                                                                                                                                                             |
| 9   |              | 4       |                   |       |          |         |           |                 |                   |           |                                                                                                                                                             |
| 10  |              | 4       |                   | 3     |          |         |           |                 |                   |           |                                                                                                                                                             |
| 11  |              | 4       |                   |       |          |         |           |                 |                   |           |                                                                                                                                                             |
| 12  |              | 4       |                   |       |          |         |           |                 |                   |           |                                                                                                                                                             |
| 1   | 17.02        | 4       | SW                |       |          |         | 29.44     | 44.22           |                   |           | Moderate wind very moderate weather as above throughout the remainder of this day, every indication of very fine weather in the sky. Cumulus slowly from SW |
| 2   |              | 4       |                   |       |          |         |           |                 |                   |           |                                                                                                                                                             |
| 3   |              | 4       |                   |       |          |         |           |                 |                   |           |                                                                                                                                                             |
| 4   |              | 4       |                   |       |          |         |           |                 |                   |           |                                                                                                                                                             |
| 5   |              | 4       |                   |       |          |         |           |                 |                   |           |                                                                                                                                                             |
| 6   |              | 4       |                   |       |          |         |           |                 |                   |           |                                                                                                                                                             |
| 7   |              | 4       |                   |       |          |         |           |                 |                   |           |                                                                                                                                                             |
| 8   |              | 4       |                   |       |          |         |           |                 |                   |           | All light lookout pump & Ventilator strictly attended to.                                                                                                   |
| 9   |              | 4       |                   |       |          |         |           |                 |                   |           |                                                                                                                                                             |
| 10  |              | 4       |                   |       |          |         |           |                 |                   |           |                                                                                                                                                             |
| 11  |              | 4       |                   |       |          |         |           |                 |                   |           |                                                                                                                                                             |
| 12  |              | 4       |                   |       |          |         |           |                 |                   |           |                                                                                                                                                             |

BEARING &amp; DISTANCE AT NOON

| COURSE | DISTANCE | Difference Latitude | Departure | Latitude by Account | Latitude Observed | Difference of Longitude | Longitude by Account | Longitude by Chronometer | Longitude Observed | Variation | Distance Run per Patent Log |
|--------|----------|---------------------|-----------|---------------------|-------------------|-------------------------|----------------------|--------------------------|--------------------|-----------|-----------------------------|
| 146    | 11.6     | 7.5                 | 8.9       | 49.54               | 49.55             | 13.8                    | 150.15               | 150.20                   | 150.20             | 13.8      |                             |

ON THE LOOK-OUT

NAME

LANTERNS HUNG OUT

8 To 10  
10 " 12  
12 " 2  
2 " 4  
4 " 5

Magnum  
Hailer  
Long  
Abramson

From Sunset To Sunrise

C Richmond

Mate.

Master.

## CHIEF OFFICER'S LOG

| Hrs | Course | Distance Run |         | WINDS—see Formula |       | Sail Set | Lee Way | Barometer | Temperature Air | Temperature Water | Deviation | REMARKS, &c.                                                    |
|-----|--------|--------------|---------|-------------------|-------|----------|---------|-----------|-----------------|-------------------|-----------|-----------------------------------------------------------------|
|     |        | Knots        | Fathoms | Direction         | Force |          |         |           |                 |                   |           |                                                                 |
|     |        |              |         |                   |       |          |         |           |                 |                   |           | Saturday Jan. 25 <sup>th</sup> 1896                             |
| 1   | Heads  | 5            |         | SE                | 4     |          |         | 29.45     | 46              |                   |           | This day begins with moderate breeze clear & very fine sea very |
| 2   |        | 5            |         |                   |       |          |         |           |                 |                   |           | smooth cumulus travelling slowly from the S.W.                  |
| 3   |        | 5            |         |                   |       |          |         |           |                 |                   |           |                                                                 |
| 4   |        | 5            |         |                   |       |          |         |           |                 |                   |           |                                                                 |
| 5   |        | 5            |         |                   |       |          |         |           |                 |                   |           |                                                                 |
| 6   |        | 5            |         |                   |       |          |         |           |                 |                   |           | People employed cleaning                                        |
| 7   |        | 5            |         |                   |       |          |         |           |                 |                   |           | ship, finished cleaning & painting                              |
| 8   |        | 5            |         |                   |       |          |         |           |                 |                   |           | inside of boats & all gear                                      |
| 9   |        | 4            |         |                   |       |          |         |           |                 |                   |           | attached.                                                       |
| 10  |        | 4            |         |                   |       |          |         |           |                 |                   |           | Tradedmen at their trades.                                      |
| 11  |        | 4            |         |                   |       |          |         |           |                 |                   |           |                                                                 |
| 12  | Heads  | 4            |         | SE                | 3     |          |         | 29.45     | 46              |                   |           |                                                                 |
| 1   |        | 4            |         |                   |       |          |         |           |                 |                   |           | Continued moderate wind                                         |
| 2   |        | 4            |         |                   |       |          |         |           |                 |                   |           | steady in direction but very                                    |
| 3   |        | 4            |         |                   |       |          |         |           |                 |                   |           | unsteady in force. sea smooth                                   |
| 4   |        | 4            |         |                   |       |          |         |           |                 |                   |           | clouds from S.W.                                                |
| 5   |        | 5            |         |                   |       |          |         |           |                 |                   |           |                                                                 |
| 6   |        | 5            |         |                   |       |          |         |           |                 |                   |           |                                                                 |
| 7   |        | 5            |         |                   |       |          |         |           |                 |                   |           | All lights look out pumps &                                     |
| 8   |        | 5            |         |                   |       |          |         |           |                 |                   |           | Ventilators strictly attended to                                |
| 9   |        | 5            |         |                   |       |          |         |           |                 |                   |           |                                                                 |
| 10  |        | 5            |         |                   |       |          |         |           |                 |                   |           |                                                                 |
| 11  |        | 5            |         |                   |       |          |         |           |                 |                   |           |                                                                 |
| 12  |        | 5            |         |                   |       |          |         |           |                 |                   |           |                                                                 |

## BEARING &amp; DISTANCE AT NOON

| COURSE | DISTANCE | Difference Latitude | Departure | Latitude by Account | Latitude Observed | Difference of Longitude | Longitude by Account | Longitude by Chronometer | Longitude Observed | Variation | Distance Run per Patent Log |
|--------|----------|---------------------|-----------|---------------------|-------------------|-------------------------|----------------------|--------------------------|--------------------|-----------|-----------------------------|
| 146.8  | 112      | 79'                 | 80'       | 45°36'              | 45°34'            | 12'                     | 45°19'               | 45°19'                   | 45°19'             | 158       |                             |

## ON THE LOOK-OUT

| From | To |
|------|----|
| 8    | 10 |
| 10   | 12 |
| 12   | 2  |
| 2    | 4  |
| 4    | 5  |

## NAME

Hales  
Long  
Myerson  
Hales  
Bolton

## LANTERNS HUNG OUT

From Sunset To Sunrise

C. Richmond

Mate.

Master.

## CHIEF OFFICER'S LOG.

| Hrs | Course | Distance Run |         | WINDS—see Formula |       | Sail Set | Lee Way | Barometer | Temperature Air | Temperature Water | Deviation | REMARKS, &c.                                                        |
|-----|--------|--------------|---------|-------------------|-------|----------|---------|-----------|-----------------|-------------------|-----------|---------------------------------------------------------------------|
|     |        | Knots        | Fathoms | Direction         | Force |          |         |           |                 |                   |           |                                                                     |
|     |        |              |         |                   |       |          |         |           |                 |                   |           | Sunday January 26 <sup>th</sup> 1896                                |
| 1   | Heads  | 5            |         | W                 | 6     |          |         | 29.46     | 46              |                   |           | This day begins with fresh breeze from W.S.W. clear & very fine sea |
| 2   |        | 5            |         |                   |       |          |         |           |                 |                   |           | smooth clouds from S.W.                                             |
| 3   |        | 5            |         |                   |       |          |         |           |                 |                   |           |                                                                     |
| 4   |        | 5            |         |                   |       |          |         |           |                 |                   |           |                                                                     |
| 5   |        | 5            |         |                   |       |          |         |           |                 |                   |           |                                                                     |
| 9   |        | 5            |         |                   |       |          |         |           |                 |                   |           | Sunday repeated.                                                    |
| 7   |        | 5            |         |                   |       |          |         |           |                 |                   |           |                                                                     |
| 8   |        | 5            |         |                   |       |          |         |           |                 |                   |           |                                                                     |
| 9   |        | 5            |         |                   |       |          |         |           |                 |                   |           |                                                                     |
| 0   |        | 5            |         |                   |       |          |         |           |                 |                   |           |                                                                     |
| 1   |        | 5            |         |                   |       |          |         |           |                 |                   |           |                                                                     |
| 2   | Heads  | 5            |         | W                 | 6     |          |         | 29.46     | 46              |                   |           | Continued fresh breeze from the W. but                              |
| 1   |        | 5            |         |                   |       |          |         |           |                 |                   |           | unsteady in direction sky becoming                                  |
| 2   |        | 5            |         |                   |       |          |         |           |                 |                   |           | clouded overcast, shower at                                         |
| 3   |        | 5            |         |                   |       |          |         |           |                 |                   |           | intervals sea smooth weather                                        |
| 4   |        | 5            |         |                   |       |          |         |           |                 |                   |           | fine.                                                               |
| 5   |        | 5            |         |                   |       |          |         |           |                 |                   |           |                                                                     |
| 6   |        | 5            |         |                   |       |          |         |           |                 |                   |           |                                                                     |
| 7   |        | 5            |         |                   |       |          |         |           |                 |                   |           | All lights look out pumps &                                         |
| 8   |        | 5            |         |                   |       |          |         |           |                 |                   |           | Ventilators strictly attended to                                    |
| 9   |        | 5            |         |                   |       |          |         |           |                 |                   |           |                                                                     |
| 10  |        | 5            |         |                   |       |          |         |           |                 |                   |           |                                                                     |
| 11  |        | 5            |         |                   |       |          |         |           |                 |                   |           |                                                                     |
| 12  |        | 5            |         |                   |       |          |         |           |                 |                   |           |                                                                     |

## BEARING &amp; DISTANCE AT NOON

| COURSE | DISTANCE | Difference Latitude | Departure | Latitude by Account | Latitude Observed | Difference of Longitude | Longitude by Account | Longitude by Chronometer | Longitude Observed | Variation | Distance Run per Patent Log |
|--------|----------|---------------------|-----------|---------------------|-------------------|-------------------------|----------------------|--------------------------|--------------------|-----------|-----------------------------|
| 146.8  | 168      | 114'                | 120'      | 46°11'              | 46°10'            | 1'                      | 45°31'               | 45°34'                   | 45°34'             | 98        |                             |

## ON THE LOOK-OUT

| From | To |
|------|----|
| 8    | 10 |
| 10   | 12 |
| 12   | 2  |
| 2    | 4  |
| 4    | 5  |

## NAME

Myerson  
Hales  
Bolton  
Stoane

## LANTERNS HUNG OUT

From Sunset To Sunrise

C. Richmond

Mate.

Master.

## CHIEF OFFICER'S LOG

| Hrs | Course | Distance Run |         | WINDS—see Formula |       | Sail Set | Lee Way | Barometer | Temperature Air | Temperature Water | Deviation | REMARKS, &c.                                                |
|-----|--------|--------------|---------|-------------------|-------|----------|---------|-----------|-----------------|-------------------|-----------|-------------------------------------------------------------|
|     |        | Knots        | Fathoms | Direction         | Force |          |         |           |                 |                   |           |                                                             |
| 1   | NEEN   | 5            |         | NW                | 4     |          |         | 29.6      | 44.7            |                   |           | Monday Jan 27 <sup>th</sup> 1896                            |
| 2   |        | 5            |         |                   |       |          |         |           |                 |                   |           | This day begins with moderate breeze falling light, weather |
| 3   |        | 5            |         |                   |       |          |         |           |                 |                   |           | clear extremely fine, sea smooth.                           |
| 4   |        | 5            |         |                   |       |          |         |           |                 |                   |           |                                                             |
| 5   |        | 4            |         |                   | 3     |          |         |           |                 |                   |           | People employed cleaning ship                               |
| 6   |        | 4            |         |                   |       |          |         |           |                 |                   |           | Tradesmen at their trade.                                   |
| 7   |        | 4            |         |                   |       |          |         |           |                 |                   |           |                                                             |
| 8   |        | 4            |         |                   |       |          |         |           |                 |                   |           |                                                             |
| 9   |        | 4            |         |                   |       |          |         |           |                 |                   |           |                                                             |
| 10  |        | 3            |         |                   |       |          |         |           |                 |                   |           |                                                             |
| 11  |        | 3            |         |                   | 2     |          |         |           |                 |                   |           | Wind very light at times.                                   |
| 12  |        | 3            |         | NW                |       |          |         | 29.6      | 44.7            |                   |           | Very clear & weather fine                                   |
| 1   | NEEN   | 3            |         |                   |       |          |         |           |                 |                   |           | Sea smooth                                                  |
| 2   |        | 3            |         |                   |       |          |         |           |                 |                   |           |                                                             |
| 3   |        | 3            |         |                   |       |          |         |           |                 |                   |           |                                                             |
| 4   |        | 3            |         |                   | 3     |          |         |           |                 |                   |           |                                                             |
| 5   |        | 4            |         |                   |       |          |         |           |                 |                   |           | Continued light to moderate                                 |
| 6   |        | 4            |         |                   |       |          |         |           |                 |                   |           | winds unsteady in force                                     |
| 7   |        | 4            |         |                   |       |          |         |           |                 |                   |           | light strata from the west.                                 |
| 8   |        | 4            |         |                   |       |          |         |           |                 |                   |           |                                                             |
| 9   |        | 4            |         |                   |       |          |         |           |                 |                   |           | All light lookout pumps                                     |
| 10  |        | 4            |         |                   |       |          |         |           |                 |                   |           | & Ventilation strictly attended to                          |
| 11  |        | 4            |         |                   |       |          |         |           |                 |                   |           |                                                             |
| 12  |        | 4            |         |                   |       |          |         |           |                 |                   |           |                                                             |

## BEARING &amp; DISTANCE AT NOON

| COURSE | DISTANCE | Difference Latitude | Departure | Latitude by Account | Latitude Observed | Difference of Longitude | Longitude by Account | Longitude by Chronometer | Longitude Observed | Variation | Distance Run per Patent Log |
|--------|----------|---------------------|-----------|---------------------|-------------------|-------------------------|----------------------|--------------------------|--------------------|-----------|-----------------------------|
| NEEN   | 40'      | 60                  | 31.45     | 45 46               | 45 41             | 10 5                    | 43 40                | 43 39                    | 43 39              | 7 1       |                             |

## ON THE LOOK-OUT

| From | To |
|------|----|
| 8    | 10 |
| 10   | 12 |
| 12   | 2  |
| 2    | 4  |
| 4    | 6  |

## NAME

R. J. Johnson  
M. J. Johnson  
J. J. Johnson  
J. J. Johnson

## LANTERNS HUNG OUT

From Sunset To Sunrise

C. Richmond

Mate.

Master.

## CHIEF OFFICER'S LOG.

| Hrs | Course | Distance Run |         | WINDS—see Formula |       | Sail Set | Lee Way | Barometer | Temperature Air | Temperature Water | Deviation | REMARKS, &c.                           |
|-----|--------|--------------|---------|-------------------|-------|----------|---------|-----------|-----------------|-------------------|-----------|----------------------------------------|
|     |        | Knots        | Fathoms | Direction         | Force |          |         |           |                 |                   |           |                                        |
| 1   | NEEN   | 4            |         | NW                | 6     |          |         | 29.6      | 44.7            |                   |           | Tuesday Jan 28 <sup>th</sup> 1896      |
| 2   |        | 4            |         |                   |       |          |         |           |                 |                   |           | This day begins with fresh S.W.        |
| 3   |        | 4            |         |                   |       |          |         |           |                 |                   |           | winds clear & fine, clouds from the W. |
| 4   |        | 4            |         |                   |       |          |         |           |                 |                   |           | Sea smooth weather very fine           |
| 5   |        | 4            |         |                   |       |          |         |           |                 |                   |           |                                        |
| 6   |        | 4            |         |                   |       |          |         |           |                 |                   |           | People employed cleaning ship          |
| 7   |        | 4            |         |                   |       |          |         |           |                 |                   |           | Tradesmen at their trade.              |
| 8   |        | 4            |         |                   |       |          |         |           |                 |                   |           |                                        |
| 9   |        | 4            |         |                   |       |          |         |           |                 |                   |           |                                        |
| 10  |        | 4            |         |                   |       |          |         |           |                 |                   |           |                                        |
| 11  |        | 4            |         |                   |       |          |         |           |                 |                   |           |                                        |
| 12  | NEEN   | 4            |         | NW                | 6     |          |         | 29.6      | 44.7            |                   |           | Continued fresh S.W. wind              |
| 1   |        | 4            |         |                   |       |          |         |           |                 |                   |           | Steady in force & direction, cannot    |
| 2   |        | 4            |         |                   |       |          |         |           |                 |                   |           | strata from the westward sea           |
| 3   |        | 4            |         |                   |       |          |         |           |                 |                   |           | smooth, weather very fine              |
| 4   |        | 4            |         |                   |       |          |         |           |                 |                   |           |                                        |
| 5   |        | 4            |         |                   |       |          |         |           |                 |                   |           |                                        |
| 6   |        | 4            |         |                   |       |          |         |           |                 |                   |           |                                        |
| 7   |        | 4            |         |                   |       |          |         |           |                 |                   |           |                                        |
| 8   |        | 4            |         |                   |       |          |         |           |                 |                   |           | All light lookout pumps                |
| 9   |        | 4            |         |                   |       |          |         |           |                 |                   |           | & Ventilation strictly attended to     |
| 10  |        | 4            |         |                   |       |          |         |           |                 |                   |           |                                        |
| 11  |        | 4            |         |                   |       |          |         |           |                 |                   |           |                                        |
| 12  |        | 4            |         |                   |       |          |         |           |                 |                   |           |                                        |

## BEARING &amp; DISTANCE AT NOON

| COURSE | DISTANCE | Difference Latitude | Departure | Latitude by Account | Latitude Observed | Difference of Longitude | Longitude by Account | Longitude by Chronometer | Longitude Observed | Variation | Distance Run per Patent Log |
|--------|----------|---------------------|-----------|---------------------|-------------------|-------------------------|----------------------|--------------------------|--------------------|-----------|-----------------------------|
| NEEN   | 148      | 123                 | 12 1/2    | 43 53               | 43 31             | 1 41                    | 46 44                | 46 49                    | 46 49              | 5 5       |                             |

## ON THE LOOK-OUT

| From | To |
|------|----|
| 8    | 10 |
| 10   | 12 |
| 12   | 2  |
| 2    | 4  |
| 4    | 5  |

## NAME

M. J. Johnson  
J. J. Johnson  
J. J. Johnson  
J. J. Johnson

## LANTERNS HUNG OUT

From Sunset To Sunrise

C. Richmond

Mate.

Master.

LOG of the

From

Enterprise  
Napier

Towards

London

## CHIEF OFFICER'S LOG

| Hrs | Course | Distance Run.<br>Knots<br>Fathoms | WINDS—see Formula.<br>Direction Force | Sail Set | Lee Way | Barometer<br>Temperature Air<br>Temperature Water<br>Deviation | REMARKS, &c.                         |
|-----|--------|-----------------------------------|---------------------------------------|----------|---------|----------------------------------------------------------------|--------------------------------------|
| 1   | N 6 E  | 6                                 | N 11 S                                | 5        |         | 30.57 56.25                                                    | Wednesday June 29 <sup>th</sup> 1896 |
| 2   |        | 6                                 |                                       |          |         |                                                                | This day begins with fresh wind      |
| 3   |        | 6                                 |                                       |          |         |                                                                | from the N.W. weather clear &        |
| 4   |        | 6                                 |                                       |          |         |                                                                | exceptionally fine, sea smooth       |
| 5   |        | 6                                 |                                       |          |         |                                                                | cirrus clouds travelling slowly from |
| 6   |        | 6                                 |                                       |          |         |                                                                | the westward.                        |
| 7   |        | 6                                 |                                       |          |         |                                                                | Men employed cleaning the            |
| 8   |        | 6                                 |                                       |          |         |                                                                | stakwood on roof.                    |
| 9   |        | 6                                 |                                       |          |         |                                                                | Tradesmen at their respective        |
| 10  |        | 6                                 |                                       |          |         |                                                                | trades.                              |
| 11  |        | 6                                 |                                       |          |         |                                                                |                                      |
| 12  |        | 6                                 |                                       |          |         |                                                                |                                      |
| 1   | N 6 E  | 5                                 | N 11 S                                | 4        |         | 30.57 56.25                                                    | Continued steady wind & steady       |
| 2   |        | 5                                 |                                       |          |         |                                                                | in force.                            |
| 3   |        | 5                                 |                                       |          |         |                                                                | Sea set down clear fog, lookout      |
| 4   |        | 5                                 |                                       |          |         |                                                                | & fog horn strictly attended to.     |
| 5   |        | 5                                 |                                       |          |         |                                                                |                                      |
| 6   |        | 5                                 |                                       |          |         |                                                                | cleared up towards 6 am.             |
| 7   |        | 5                                 |                                       |          |         |                                                                |                                      |
| 8   |        | 5                                 |                                       |          |         |                                                                |                                      |
| 9   |        | 5                                 |                                       |          |         |                                                                | All light lookout pumps &            |
| 10  |        | 5                                 |                                       |          |         |                                                                | ventilator strictly attended to.     |
| 11  |        | 5                                 |                                       |          |         |                                                                |                                      |
| 12  |        | 5                                 |                                       |          |         |                                                                |                                      |

BEARING &amp; DISTANCE AT NOON

| COURSE | DISTANCE | Difference Latitude | Departure | Latitude by Account | Latitude Observed | Difference of Longitude | Longitude by Account | Longitude by Chronometer | Longitude Observed | Variation | Distance Run per Patent Log |
|--------|----------|---------------------|-----------|---------------------|-------------------|-------------------------|----------------------|--------------------------|--------------------|-----------|-----------------------------|
| N 50 E | 134.     | 84.                 | 105.      | 40° 10'             | 40° 11'           | 144.                    | 38° 28'              | 38° 29'                  | 38° 29'            | 11.5      | —                           |

ON THE LOOK-OUT

| From | To |
|------|----|
| 8    | 10 |
| 10   | 12 |
| 12   | 2  |
| 2    | 4  |
| 4    | 6  |

NAME

John Johnson  
Magnus  
H. H. H.

LANTERNS HUNG OUT

From Sunset To Sunrise

Rockmond

Mate.

Master.

LOG of the

From

Enterprise  
Napier

Towards

London

## CHIEF OFFICER'S LOG.

| Hrs | Course | Distance Run.<br>Knots<br>Fathoms | WINDS—see Formula.<br>Direction Force | Sail Set | Lee Way | Barometer<br>Temperature Air<br>Temperature Water<br>Deviation | REMARKS, &c.                         |
|-----|--------|-----------------------------------|---------------------------------------|----------|---------|----------------------------------------------------------------|--------------------------------------|
| 1   | N 6 E  | 6                                 | N 11 S                                | 5        |         | 30.57 56.25                                                    | Thursday June 30 <sup>th</sup> 1896  |
| 2   |        | 6                                 |                                       |          |         |                                                                | This day begins with fresh N.W. wind |
| 3   |        | 6                                 |                                       |          |         |                                                                | clear & very fine, sea smooth        |
| 4   |        | 6                                 |                                       |          |         |                                                                | humulus draker from the westward     |
| 5   |        | 6                                 |                                       |          |         |                                                                | People employed cleaning stakwood    |
| 6   |        | 6                                 |                                       |          |         |                                                                | on roof.                             |
| 7   |        | 6                                 |                                       |          |         |                                                                | Tradesmen at their trades            |
| 8   |        | 6                                 |                                       |          |         |                                                                |                                      |
| 9   |        | 6                                 |                                       |          |         |                                                                |                                      |
| 10  |        | 6                                 |                                       |          |         |                                                                |                                      |
| 11  |        | 6                                 |                                       |          |         |                                                                |                                      |
| 12  |        | 6                                 |                                       |          |         |                                                                |                                      |
| 1   | N 6 E  | 6                                 | N 11 S                                | 5        |         | 30.57 56.25                                                    | Continuation of above wind &         |
| 2   |        | 6                                 |                                       |          |         |                                                                | weather throughout the remainder     |
| 3   |        | 6                                 |                                       |          |         |                                                                | of this day.                         |
| 4   |        | 6                                 |                                       |          |         |                                                                |                                      |
| 5   |        | 6                                 |                                       |          |         |                                                                | Signalled Barque "Glamis" of         |
| 6   |        | 6                                 |                                       |          |         |                                                                | Dunder 41 days out from              |
| 7   |        | 6                                 |                                       |          |         |                                                                | Melbourne towards Hull.              |
| 8   |        | 6                                 |                                       |          |         |                                                                |                                      |
| 9   |        | 6                                 |                                       |          |         |                                                                | All light lookout pumps &            |
| 10  |        | 6                                 |                                       |          |         |                                                                | ventilator strictly attended to.     |
| 11  |        | 6                                 |                                       |          |         |                                                                |                                      |
| 12  |        | 6                                 |                                       |          |         |                                                                |                                      |

BEARING &amp; DISTANCE AT NOON

| COURSE | DISTANCE | Difference Latitude | Departure | Latitude by Account | Latitude Observed | Difference of Longitude | Longitude by Account | Longitude by Chronometer | Longitude Observed | Variation | Distance Run per Patent Log |
|--------|----------|---------------------|-----------|---------------------|-------------------|-------------------------|----------------------|--------------------------|--------------------|-----------|-----------------------------|
| N 50 E | 144.     | 105.                | 105.      | 40° 30'             | 40° 31'           | 142.                    | 38° 10'              | 38° 06'                  | 38° 06'            | 4.4       | —                           |

ON THE LOOK-OUT

| From | To |
|------|----|
| 8    | 10 |
| 10   | 12 |
| 12   | 2  |
| 2    | 4  |
| 4    | 6  |

NAME

Magnus  
H. H. H.  
Herman  
H. H. H.

LANTERNS HUNG OUT

From Sunset To Sunrise

Rockmond

Mate.

Master.

LOG of the

From

Enterprise  
Napier

Towards

London.

## CHIEF OFFICER'S LOG

| Hrs | Course. | Distance Run. |          | WINDS—see Formula. |        | Sail Set. | Log Way. | Barometer. | Temperature Air. | Temperature Water. | Deviation. | REMARKS, &c.                                                     |
|-----|---------|---------------|----------|--------------------|--------|-----------|----------|------------|------------------|--------------------|------------|------------------------------------------------------------------|
|     |         | Knots.        | Fathoms. | Direction.         | Force. |           |          |            |                  |                    |            |                                                                  |
|     |         |               |          |                    |        |           |          |            |                  |                    |            | Friday January 31 <sup>st</sup> 1896                             |
| 1   | N.E.    | 5             |          | N.W.               | 11     |           |          | 30.6       | 63.6             | 62                 |            | This day begins with moderate breeze from N.W. clear & very fine |
| 2   |         | 5             |          |                    |        |           |          |            |                  |                    |            | Sea smooth, clouds from the West.                                |
| 3   |         | 5             |          |                    |        |           |          |            |                  |                    |            |                                                                  |
| 4   |         | 5             |          |                    |        |           |          |            |                  |                    |            |                                                                  |
| 5   |         | 5             |          |                    |        |           |          |            |                  |                    |            | People employed cleaning                                         |
| 6   |         | 5             |          |                    |        |           |          |            |                  |                    |            | Seakwood, also shifting sails                                    |
| 7   |         | 5             |          |                    |        |           |          |            |                  |                    |            | Tradesmen at their trades                                        |
| 8   |         | 5             |          | West               |        |           |          |            |                  |                    |            |                                                                  |
| 9   |         | 5             |          |                    |        |           |          |            |                  |                    |            |                                                                  |
| 10  |         | 5             |          |                    |        |           |          |            |                  |                    |            |                                                                  |
| 11  |         | 5             |          |                    |        |           |          |            |                  |                    |            |                                                                  |
| 12  | N.E.    | 5             |          |                    |        |           |          | 30.6       | 63.6             | 62                 |            | Wind veering W. & to the                                         |
| 1   |         | 5             |          | W.S.W.             | 11     |           |          |            |                  |                    |            | Southward of West unsteady                                       |
| 2   |         | 5             |          |                    |        |           |          |            |                  |                    |            | in direction, weather as                                         |
| 3   |         | 5             |          |                    |        |           |          |            |                  |                    |            | above throughout the rest of                                     |
| 4   |         | 5             |          |                    |        |           |          |            |                  |                    |            | this day                                                         |
| 5   |         | 5             |          |                    |        |           |          |            |                  |                    |            |                                                                  |
| 6   |         | 5             |          |                    |        |           |          |            |                  |                    |            |                                                                  |
| 7   |         | 5             |          | West               |        |           |          |            |                  |                    |            | All lights look out pump                                         |
| 8   |         | 5             |          |                    |        |           |          |            |                  |                    |            | ventilation strictly attended to.                                |
| 9   |         | 5             |          |                    |        |           |          |            |                  |                    |            |                                                                  |
| 10  |         | 5             |          |                    |        |           |          |            |                  |                    |            |                                                                  |
| 11  |         | 5             |          |                    |        |           |          |            |                  |                    |            |                                                                  |
| 12  |         | 5             |          |                    |        |           |          |            |                  |                    |            |                                                                  |

BEARING &amp; DISTANCE AT NOON

| COURSE | DISTANCE | Difference Latitude | Departure | Latitude by Account | Latitude Observed | Difference of Longitude | Longitude by Account | Longitude by Chronometer | Longitude Observed | Variation | Distance Run per Patent Log |
|--------|----------|---------------------|-----------|---------------------|-------------------|-------------------------|----------------------|--------------------------|--------------------|-----------|-----------------------------|
| N.H.E. | 134      | 46                  | 83.       | 38.58               | 38.54             | 108.                    | 34.18                | 34.20                    | 34.30              | 8" N      |                             |

ON THE LOOK-OUT

| From | To |
|------|----|
| 8    | 10 |
| 10   | 12 |
| 12   | 2  |
| 2    | 4  |
| 4    | 6  |

NAME

Reid  
Johnson  
Maynard  
Riddick

LANTERNS HUNG OUT

From Sunset To Sunrise

Richmond

Mate.

Master.

LOG of the

From

Enterprise  
Napier

Towards

London.

## CHIEF OFFICER'S LOG.

| Hrs | Course. | Distance Run. |          | WINDS—see Formula. |        | Sail Set. | Log Way. | Barometer. | Temperature Air. | Temperature Water. | Deviation. | REMARKS, &c.                              |
|-----|---------|---------------|----------|--------------------|--------|-----------|----------|------------|------------------|--------------------|------------|-------------------------------------------|
|     |         | Knots.        | Fathoms. | Direction.         | Force. |           |          |            |                  |                    |            |                                           |
|     |         |               |          |                    |        |           |          |            |                  |                    |            | Saturday February 1 <sup>st</sup> 1896    |
| 1   | N.E.    | 5             |          | N.W.               | 11     |           |          | 30.6       | 63.6             | 62                 |            | This day begins with fresh P.W. wind      |
| 2   |         | 5             |          |                    |        |           |          |            |                  |                    |            | clear & fine, West by South, Roll, Canada |
| 3   |         | 5             |          |                    |        |           |          |            |                  |                    |            | from the P.W.                             |
| 4   |         | 5             |          |                    |        |           |          |            |                  |                    |            |                                           |
| 5   |         | 5             |          |                    |        |           |          |            |                  |                    |            | People employed shifting sails            |
| 6   |         | 5             |          |                    |        |           |          |            |                  |                    |            | finished bundling all fine weather        |
| 7   |         | 5             |          |                    |        |           |          |            |                  |                    |            | suit.                                     |
| 8   |         | 5             |          |                    |        |           |          |            |                  |                    |            | Tradesmen at their trades.                |
| 9   |         | 5             |          |                    |        |           |          |            |                  |                    |            |                                           |
| 10  |         | 5             |          |                    |        |           |          |            |                  |                    |            |                                           |
| 11  |         | 5             |          |                    |        |           |          |            |                  |                    |            |                                           |
| 12  | N.E.    | 5             |          | South              | 5      |           |          | 30.6       | 63.6             | 62                 |            | Wind gradually drawing South by           |
| 1   |         | 6             |          |                    |        |           |          |            |                  |                    |            | fresh breeze, clear & very fine sea       |
| 2   |         | 6             |          |                    |        |           |          |            |                  |                    |            | smooth, continued West by South, Roll.    |
| 3   |         | 6             |          |                    |        |           |          |            |                  |                    |            | sumulus from the P.W.                     |
| 4   |         | 6             |          |                    |        |           |          |            |                  |                    |            |                                           |
| 5   |         | 6             |          |                    |        |           |          |            |                  |                    |            |                                           |
| 6   |         | 6             |          |                    |        |           |          |            |                  |                    |            |                                           |
| 7   |         | 6             |          |                    |        |           |          |            |                  |                    |            | All lights look out pump                  |
| 8   |         | 6             |          |                    |        |           |          |            |                  |                    |            | ventilation strictly attended to.         |
| 9   |         | 6             |          |                    |        |           |          |            |                  |                    |            |                                           |
| 10  |         | 6             |          |                    |        |           |          |            |                  |                    |            |                                           |
| 11  |         | 6             |          |                    |        |           |          |            |                  |                    |            |                                           |
| 12  |         | 6             |          |                    |        |           |          |            |                  |                    |            |                                           |

BEARING &amp; DISTANCE AT NOON

| COURSE | DISTANCE | Difference Latitude | Departure | Latitude by Account | Latitude Observed | Difference of Longitude | Longitude by Account | Longitude by Chronometer | Longitude Observed | Variation | Distance Run per Patent Log |
|--------|----------|---------------------|-----------|---------------------|-------------------|-------------------------|----------------------|--------------------------|--------------------|-----------|-----------------------------|
| N.E.   | 138      | 120                 | 84.       | 36.55               | 36.52             | 84                      | 33.56                | 33.55                    | 33.55              | 8" N      |                             |

ON THE LOOK-OUT

| From | To |
|------|----|
| 8    | 10 |
| 10   | 12 |
| 12   | 2  |
| 2    | 4  |
| 4    | 6  |

NAME

Maynard  
Johnson  
Riddick

LANTERNS HUNG OUT

From Sunset To Sunrise

Richmond

Mate.

Master.

LOG of the

From

Enterprise  
Napier

Towards

London.

## CHIEF OFFICER'S LOG.

| Hrs | Course | Distance Run. |         | WINDS—see Formula |       | Sail Set. | Lee Way | Temperature Air | Temperature Water | Deviation | REMARKS, &c.                                                                                                                                                            |
|-----|--------|---------------|---------|-------------------|-------|-----------|---------|-----------------|-------------------|-----------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|     |        | Knots         | Fathoms | Direction         | Force |           |         |                 |                   |           |                                                                                                                                                                         |
| 1   | NE     | 4             |         | East              | 3     |           |         | 50.6            | 64                |           | Sunday February 2 <sup>nd</sup> 1896<br>This day begins with light to moderate winds gradually drawing ahead into the N.E. wind. Braced sharp up on the Starboard tack. |
| 2   |        | 4             |         |                   |       |           |         |                 |                   |           |                                                                                                                                                                         |
| 3   |        | 4             |         |                   |       |           |         |                 |                   |           |                                                                                                                                                                         |
| 4   |        | 4             |         |                   |       |           |         |                 |                   |           |                                                                                                                                                                         |
| 5   | NE     | 4             |         | ENE.              |       |           |         |                 |                   |           |                                                                                                                                                                         |
| 6   |        | 4             |         |                   |       |           |         |                 |                   |           | Sunday (continued)                                                                                                                                                      |
| 7   |        | 4             |         |                   |       |           |         |                 |                   |           |                                                                                                                                                                         |
| 8   | NE     | 4             |         |                   |       |           |         |                 |                   |           |                                                                                                                                                                         |
| 9   |        | 3             |         |                   |       |           |         |                 |                   |           |                                                                                                                                                                         |
| 10  |        | 3             |         | NE.               |       |           |         |                 |                   |           |                                                                                                                                                                         |
| 11  | NE     | 3             |         |                   |       |           |         |                 |                   |           | Mid-continued baffling wind unsteady in force & direction throughout the remainder of the day.                                                                          |
| 12  |        | 3             |         |                   |       |           |         |                 |                   |           |                                                                                                                                                                         |
| 1   |        | 3             |         |                   |       |           |         |                 |                   |           |                                                                                                                                                                         |
| 2   |        | 3             |         |                   |       |           |         |                 |                   |           |                                                                                                                                                                         |
| 3   | NE     | 3             |         | NE                |       |           |         |                 |                   |           |                                                                                                                                                                         |
| 4   |        | 3             |         |                   |       |           |         |                 |                   |           | Sacked ship to the Eastward. All light lookouts pumped & Ventilators thickly attended to.                                                                               |
| 5   |        | 3             |         |                   |       |           |         |                 |                   |           |                                                                                                                                                                         |
| 6   | WN     | 3             |         | NE                |       |           |         |                 |                   |           |                                                                                                                                                                         |
| 7   |        | 3             |         |                   |       |           |         |                 |                   |           |                                                                                                                                                                         |
| 8   |        | 3             |         |                   |       |           |         |                 |                   |           |                                                                                                                                                                         |
| 9   | EN     | 4             |         |                   |       |           |         |                 |                   |           | All light lookouts pumped & Ventilators thickly attended to.                                                                                                            |
| 10  |        | 3             |         |                   |       |           |         |                 |                   |           |                                                                                                                                                                         |
| 11  |        | 3             |         |                   |       |           |         |                 |                   |           |                                                                                                                                                                         |
| 12  |        | 3             |         |                   |       |           |         |                 |                   |           |                                                                                                                                                                         |

## BEARING &amp; DISTANCE AT NOON

| COURSE | DISTANCE | Difference Latitude | Departure | Latitude by Account | Latitude Observed | Difference of Longitude | Longitude by Account | Longitude by Chronometer | Longitude Observed | Variation | Distance Run per Patent Log |
|--------|----------|---------------------|-----------|---------------------|-------------------|-------------------------|----------------------|--------------------------|--------------------|-----------|-----------------------------|
| N 8° N | 41       | 70'                 | 07        | 35° 50'             | 35° 45'           | 11"                     | 33° 11'              | 33.04                    | 33.04              | 18' N     | —                           |

## ON THE LOOK-OUT

| From | To |
|------|----|
| 6    | 8  |
| 8    | 10 |
| 10   | 12 |
| 12   | 2  |
| 2    | 4  |
| 4    | 6  |

## NAME

Shellock -  
Abramson  
Lawson  
Long  
Pollok  
Bedwell.

## LANTERNS HUNG OUT

From Sunset To Sunrise

Richmond

Mate.

Master.

LOG of the

From

Enterprise  
Napier

Towards

London.

## CHIEF OFFICER'S LOG.

| Hrs | Course | Distance Run. |         | WINDS—see Formula |       | Sail Set. | Lee Way | Temperature Air | Temperature Water | Deviation | REMARKS, &c.                                                                                                                                                     |
|-----|--------|---------------|---------|-------------------|-------|-----------|---------|-----------------|-------------------|-----------|------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|     |        | Knots         | Fathoms | Direction         | Force |           |         |                 |                   |           |                                                                                                                                                                  |
| 1   | ENE    | 3             |         | North             | 2     |           |         | 50.6            | 64                |           | Monday Feb. 3 <sup>rd</sup> 1896<br>This day begins with light southerly winds, clear & very fine, sea very smooth light cumulus clouds with very little motion. |
| 2   |        | 3             |         |                   |       |           |         |                 |                   |           |                                                                                                                                                                  |
| 3   |        | 3             |         |                   |       |           |         |                 |                   |           |                                                                                                                                                                  |
| 4   |        | 3             |         |                   |       |           |         |                 |                   |           |                                                                                                                                                                  |
| 5   |        | 3             |         |                   |       |           |         |                 |                   |           |                                                                                                                                                                  |
| 9   |        | 3             |         |                   |       |           |         |                 |                   |           | People finished cleaning Deck on Poop. Tradesmen at their trade.                                                                                                 |
| 7   |        | 3             |         |                   |       |           |         |                 |                   |           |                                                                                                                                                                  |
| 8   |        | 3             |         |                   |       |           |         |                 |                   |           |                                                                                                                                                                  |
| 9   |        | 3             |         |                   |       |           |         |                 |                   |           |                                                                                                                                                                  |
| 10  |        | 3             |         |                   |       |           |         |                 |                   |           |                                                                                                                                                                  |
| 1   |        | 3             |         |                   |       |           |         |                 |                   |           | Mid-continued very light westerly winds clear & calm in appearance, indication of a calm.                                                                        |
| 2   | ENE    | 3             |         | North             | 2     |           |         | 50.6            | 64                |           |                                                                                                                                                                  |
| 1   |        | 3             |         |                   |       |           |         |                 |                   |           |                                                                                                                                                                  |
| 2   |        | 3             |         |                   |       |           |         |                 |                   |           |                                                                                                                                                                  |
| 3   |        | 3             |         |                   |       |           |         |                 |                   |           |                                                                                                                                                                  |
| 4   |        | 3             |         |                   |       |           |         |                 |                   |           | All light lookouts pumped & Ventilators thickly attended to.                                                                                                     |
| 5   |        | 3             |         |                   |       |           |         |                 |                   |           |                                                                                                                                                                  |
| 9   |        | 3             |         |                   |       |           |         |                 |                   |           |                                                                                                                                                                  |
| 7   |        | 3             |         |                   |       |           |         |                 |                   |           |                                                                                                                                                                  |
| 8   |        | 3             |         |                   |       |           |         |                 |                   |           |                                                                                                                                                                  |
| 9   |        | 3             |         |                   |       |           |         |                 |                   |           |                                                                                                                                                                  |
| 10  |        | 3             |         |                   |       |           |         |                 |                   |           |                                                                                                                                                                  |
| 1   |        | 3             |         |                   |       |           |         |                 |                   |           |                                                                                                                                                                  |
| 2   |        | 3             |         |                   |       |           |         |                 |                   |           |                                                                                                                                                                  |

## BEARING &amp; DISTANCE AT NOON

| COURSE | DISTANCE | Difference Latitude | Departure | Latitude by Account | Latitude Observed | Difference of Longitude | Longitude by Account | Longitude by Chronometer | Longitude Observed | Variation | Distance Run per Patent Log |
|--------|----------|---------------------|-----------|---------------------|-------------------|-------------------------|----------------------|--------------------------|--------------------|-----------|-----------------------------|
| ENE    | 47       | 41'                 | 14        | 35° 04'             | 35° 03'           | 42"                     | 31° 55'              | 31° 53'                  | 31° 53'            | 18' N     | —                           |

## ON THE LOOK-OUT

| From | To |
|------|----|
| 6    | 8  |
| 8    | 10 |
| 10   | 12 |
| 12   | 2  |
| 2    | 4  |
| 4    | 6  |

## NAME

Shellock  
Abramson  
Lawson  
Long  
Pollok  
Bedwell

## LANTERNS HUNG OUT

From Sunset To Sunrise

Richmond

Mate.

Master.

## CHIEF OFFICER'S LOG

| Hrs | Course | Distance Run.<br>Knots<br>Fathoms | WINDS—see Formula<br>Direction Force | Sail Set | Lee Way | Barometer<br>Temperature Air<br>Temperature Water<br>Deviation | REMARKS, &c.                         |
|-----|--------|-----------------------------------|--------------------------------------|----------|---------|----------------------------------------------------------------|--------------------------------------|
| 1   | N x W  | 2                                 | N x E.                               | 1-5.     | -       | 66.66                                                          | Tuesday January 4 <sup>th</sup> 1896 |
| 2   |        | 2                                 |                                      |          |         |                                                                | This day begins with light           |
| 3   |        | 2                                 |                                      |          |         |                                                                | buffing N.E. winds nearly calm       |
| 4   |        | 2                                 |                                      |          |         |                                                                | at times sea smooth, sky clear       |
| 5   |        | 2                                 |                                      |          |         |                                                                | cloudy on appearance.                |
| 6   |        | 2                                 |                                      |          |         |                                                                | People repairing aloft & rather      |
| 7   |        | 2                                 |                                      |          |         |                                                                | be rigging down preparatory          |
| 8   |        | 2                                 |                                      |          |         |                                                                | for blacking down.                   |
| 9   |        | 2                                 |                                      |          |         |                                                                | Carpenter at his trade               |
| 10  |        | 2                                 |                                      |          |         |                                                                | Sailmaker repairing bad weather      |
| 11  |        | 2                                 |                                      |          |         |                                                                | suit.                                |
| 12  | N x W  | 2                                 | N                                    | 1-5.     | -       | 66.66                                                          |                                      |
| 1   |        | 2                                 |                                      |          |         |                                                                | continued light buffing              |
| 2   |        | 2                                 |                                      |          |         |                                                                | winds during the remainder           |
| 3   |        | 2                                 |                                      |          |         |                                                                | of this day.                         |
| 4   |        | 2                                 |                                      |          |         |                                                                |                                      |
| 5   |        | 2                                 |                                      |          |         |                                                                |                                      |
| 6   |        | 2                                 |                                      |          |         |                                                                |                                      |
| 7   |        | 2                                 |                                      |          |         |                                                                | All light lookouts pump              |
| 8   |        | 2                                 |                                      |          |         |                                                                | & Ventilator strictly attended to.   |
| 9   |        | 2                                 |                                      |          |         |                                                                |                                      |
| 10  |        | 2                                 |                                      |          |         |                                                                |                                      |
| 11  |        | 2                                 |                                      |          |         |                                                                |                                      |
| 12  |        | 2                                 |                                      |          |         |                                                                |                                      |

## BEARING &amp; DISTANCE AT NOON

| COURSE  | DISTANCE | Difference Latitude | Departure | Latitude by Account | Latitude Observed | Difference of Longitude | Longitude by Account | Longitude by Chronometer | Longitude Observed | Variation | Distance Run per Patent Log |
|---------|----------|---------------------|-----------|---------------------|-------------------|-------------------------|----------------------|--------------------------|--------------------|-----------|-----------------------------|
| N 24° N | 48.      | 44                  | 18.       | 34° 56'             | 34° 51'           | 22.                     | 33° 16'              | 32° 15'                  | 33° 15'            | 12° N     |                             |

## ON THE LOOK-OUT

From 6 To 8  
8 - 10  
10 - 12  
12 - 2  
2 - 4  
4 - 6

## NAME

Herman  
Pollak  
Kidd  
Sloane  
Royal  
Johnson

## LANTERNS HUNG OUT

From Sunset To Sunrise

C Richmond

Mate.

Master.

## CHIEF OFFICER'S LOG.

| Hrs | Course | Distance Run.<br>Knots<br>Fathoms | WINDS—see Formula<br>Direction Force | Sail Set | Lee Way | Barometer<br>Temperature Air<br>Temperature Water<br>Deviation | REMARKS, &c.                           |
|-----|--------|-----------------------------------|--------------------------------------|----------|---------|----------------------------------------------------------------|----------------------------------------|
| 1   | N x W  | 4                                 | N x E.                               | 1-3.     | -       | 67.67                                                          | Wednesday January 5 <sup>th</sup> 1896 |
| 2   |        | 4                                 |                                      |          |         |                                                                | This day begins with moderate          |
| 3   |        | 4                                 |                                      |          |         |                                                                | winds from N.N.E. clear & very fine    |
| 4   |        | 4                                 |                                      |          |         |                                                                | sea smooth, stars from the N.N.E.      |
| 5   |        | 4                                 |                                      |          |         |                                                                | People employed repairing aloft &      |
| 6   |        | 4                                 |                                      |          |         |                                                                | rigging preparatory for blacking       |
| 7   |        | 4                                 |                                      |          |         |                                                                | down.                                  |
| 8   |        | 4                                 |                                      |          |         |                                                                | Carpenter at his trade                 |
| 9   |        | 4                                 |                                      |          |         |                                                                | Sailmaker repairing & overhauling      |
| 10  |        | 4                                 |                                      |          |         |                                                                | best suit.                             |
| 11  |        | 4                                 |                                      |          |         |                                                                |                                        |
| 12  | N x W  | 4                                 | N x E.                               | 1-3.     | -       | 67.67                                                          |                                        |
| 1   |        | 4                                 |                                      |          |         |                                                                | continued N.N.E. winds during          |
| 2   |        | 4                                 |                                      |          |         |                                                                | the remainder of this day & no         |
| 3   |        | 4                                 |                                      |          |         |                                                                | indication of a favorable wind         |
| 4   |        | 4                                 |                                      |          |         |                                                                | Ship braced sharp up on starboard      |
| 5   |        | 4                                 |                                      |          |         |                                                                | tack standing to the N. & West.        |
| 6   |        | 4                                 |                                      |          |         |                                                                |                                        |
| 7   |        | 4                                 |                                      |          |         |                                                                | All light lookouts pump &              |
| 8   |        | 4                                 |                                      |          |         |                                                                | Ventilator strictly attended to.       |
| 9   |        | 4                                 |                                      |          |         |                                                                |                                        |
| 10  |        | 4                                 |                                      |          |         |                                                                |                                        |
| 11  |        | 4                                 |                                      |          |         |                                                                |                                        |
| 12  |        | 4                                 |                                      |          |         |                                                                |                                        |

## BEARING &amp; DISTANCE AT NOON

| COURSE  | DISTANCE | Difference Latitude | Departure | Latitude by Account | Latitude Observed | Difference of Longitude | Longitude by Account | Longitude by Chronometer | Longitude Observed | Variation | Distance Run per Patent Log |
|---------|----------|---------------------|-----------|---------------------|-------------------|-------------------------|----------------------|--------------------------|--------------------|-----------|-----------------------------|
| N 41° N | 96.      | 88                  | 34.       | 33° 23'             | 33° 22'           | 94                      | 33° 52'              | 33° 50'                  | 33° 50'            | 12° N     |                             |

## ON THE LOOK-OUT

From 6 To 8  
8 - 10  
10 - 12  
12 - 2  
2 - 4  
4 - 6

## NAME

Lawson  
Rachan  
Sheket  
Abramson  
Mannion  
Long.

## LANTERNS HUNG OUT

From Sunset To Sunrise

C Richmond

Mate.

Master.

LOG of the

From

Europe  
Napier

Towards

London

## CHIEF OFFICER'S LOG

| Hrs | Course | Distance Run.<br>Knots | WINDS—see Formula<br>Direction | Force | Sail Set | Lee Way | Barometer | Temperature Air | Temperature Water | Deviation | REMARKS, &c.                           |
|-----|--------|------------------------|--------------------------------|-------|----------|---------|-----------|-----------------|-------------------|-----------|----------------------------------------|
| 1   | NW     | 4                      | NNE                            | 3     |          |         | 29.70     | 72.70           |                   |           | Thursday February 6 <sup>th</sup> 1896 |
| 2   |        | 4                      |                                |       |          |         |           |                 |                   |           | This day begins with moderate          |
| 3   |        | 4                      |                                |       |          |         |           |                 |                   |           | NNE winds clear & very fine sea        |
| 4   |        | 4                      |                                |       |          |         |           |                 |                   |           | smooth, cumulus clouds from the North. |
| 5   |        | 4                      |                                |       |          |         |           |                 |                   |           | People employed at rigging & reefing   |
| 6   |        | 4                      |                                |       |          |         |           |                 |                   |           | aloft.                                 |
| 7   |        | 4                      |                                |       |          |         |           |                 |                   |           | Carpenter & Sailmaker at their         |
| 8   |        | 4                      |                                |       |          |         |           |                 |                   |           | respective duties                      |
| 9   |        | 4                      |                                |       |          |         |           |                 |                   |           |                                        |
| 10  |        | 4                      |                                |       |          |         |           |                 |                   |           |                                        |
| 11  |        | 4                      |                                |       |          |         |           |                 |                   |           |                                        |
| 12  | NW     | 4                      | NNE                            | 4     |          |         | 29.70     | 72.70           |                   |           | Brigs inclined to freshen, weather     |
| 1   |        | 4                      |                                |       |          |         |           |                 |                   |           | clear & fine, heavy dew falling        |
| 2   |        | 5                      |                                |       |          |         |           |                 |                   |           | at night.                              |
| 3   |        | 5                      |                                |       |          |         |           |                 |                   |           | Signalled Ship Loch Ryan of            |
| 4   |        | 5                      |                                |       |          |         |           |                 |                   |           | Glasgow 45 days out from Melbourne     |
| 5   |        | 5                      |                                |       |          |         |           |                 |                   |           | for London.                            |
| 6   |        | 5                      |                                |       |          |         |           |                 |                   |           |                                        |
| 7   |        | 5                      |                                |       |          |         |           |                 |                   |           |                                        |
| 8   |        | 5                      |                                |       |          |         |           |                 |                   |           |                                        |
| 9   |        | 5                      |                                |       |          |         |           |                 |                   |           | All lights lookout pumps &             |
| 10  |        | 5                      |                                |       |          |         |           |                 |                   |           | ventilation strictly attended to.      |
| 11  |        | 5                      |                                |       |          |         |           |                 |                   |           |                                        |
| 12  |        | 5                      |                                |       |          |         |           |                 |                   |           |                                        |

BEARING &amp; DISTANCE AT NOON

| COURSE  | DISTANCE | Difference Latitude | Departure | Latitude by Account | Latitude Observed | Difference of Longitude | Longitude by Account | Longitude by Chronometer | Longitude Observed | Variation | Distance Run per Patent Log |
|---------|----------|---------------------|-----------|---------------------|-------------------|-------------------------|----------------------|--------------------------|--------------------|-----------|-----------------------------|
| N 194 W | 106'     | 60                  | 84        | 35° 23'             | 35° 23'           | 107                     | 35° 32'              | 35° 32'                  | 35° 32'            | 17" N     | —                           |

ON THE LOOK-OUT

| From | To |
|------|----|
| 6    | 8  |
| 8    | 10 |
| 10   | 12 |
| 12   | 2  |
| 2    | 4  |
| 4    | 6  |

T. Richmond

Mate.

LANTERNS HUNG OUT

| From   | To      |
|--------|---------|
| Sunset | Sunrise |

Master.

LOG of the

From

Europe  
Napier

Towards

London

## CHIEF OFFICER'S LOG.

| Hrs | Course | Distance Run.<br>Knots | WINDS—see Formula<br>Direction | Force | Sail Set | Lee Way | Barometer | Temperature Air | Temperature Water | Deviation | REMARKS, &c.                           |
|-----|--------|------------------------|--------------------------------|-------|----------|---------|-----------|-----------------|-------------------|-----------|----------------------------------------|
| 1   | NW     | 5                      | NE                             | 4     |          |         | 29.70     | 72.70           |                   |           | Friday February 7 <sup>th</sup> 1896   |
| 2   |        | 5                      |                                |       |          |         |           |                 |                   |           | This day begins with fresh breeze from |
| 3   |        | 5                      |                                |       |          |         |           |                 |                   |           | the NE clear & fine. Small from NW.    |
| 4   |        | 5                      |                                |       |          |         |           |                 |                   |           | clouds travelling rapidly from the NE. |
| 5   |        | 5                      |                                |       |          |         |           |                 |                   |           | People employed at rigging & reefing   |
| 6   |        | 5                      |                                |       |          |         |           |                 |                   |           | aloft.                                 |
| 7   |        | 5                      |                                |       |          |         |           |                 |                   |           | Carpenter & Sailmaker at their         |
| 8   |        | 5                      |                                |       |          |         |           |                 |                   |           | respective trades                      |
| 9   |        | 5                      |                                |       |          |         |           |                 |                   |           |                                        |
| 10  |        | 5                      |                                |       |          |         |           |                 |                   |           |                                        |
| 11  |        | 5                      |                                |       |          |         |           |                 |                   |           |                                        |
| 12  |        | 5                      |                                |       |          |         |           |                 |                   |           |                                        |
| 1   | NW     | 5                      | NE                             | 4.5   |          |         | 29.70     | 72.70           |                   |           | continued fresh breeze from the NE     |
| 2   |        | 5                      |                                |       |          |         |           |                 |                   |           | gusty at times lower stratus           |
| 3   |        | 5                      |                                |       |          |         |           |                 |                   |           | travelling rapidly from NE.            |
| 4   |        | 5                      |                                |       |          |         |           |                 |                   |           |                                        |
| 5   |        | 5                      |                                |       |          |         |           |                 |                   |           |                                        |
| 6   |        | 5                      |                                |       |          |         |           |                 |                   |           |                                        |
| 7   |        | 5                      |                                |       |          |         |           |                 |                   |           |                                        |
| 8   |        | 5                      |                                |       |          |         |           |                 |                   |           | All lights lookout pumps &             |
| 9   |        | 5                      |                                |       |          |         |           |                 |                   |           | ventilation strictly attended to.      |
| 10  |        | 5                      |                                |       |          |         |           |                 |                   |           |                                        |
| 11  |        | 5                      |                                |       |          |         |           |                 |                   |           |                                        |
| 12  |        | 5                      |                                |       |          |         |           |                 |                   |           |                                        |

BEARING &amp; DISTANCE AT NOON

| COURSE  | DISTANCE | Difference Latitude | Departure | Latitude by Account | Latitude Observed | Difference of Longitude | Longitude by Account | Longitude by Chronometer | Longitude Observed | Variation | Distance Run per Patent Log |
|---------|----------|---------------------|-----------|---------------------|-------------------|-------------------------|----------------------|--------------------------|--------------------|-----------|-----------------------------|
| N 194 W | 180      | 101                 | 63        | 30° 43'             | 30° 43'           | 103                     | 36° 46'              | 36° 46'                  | 36° 46'            | 10" N     | —                           |

ON THE LOOK-OUT

| From | To |
|------|----|
| 6    | 8  |
| 8    | 10 |
| 10   | 12 |
| 12   | 2  |
| 2    | 4  |
| 4    | 6  |

T. Richmond

Mate.

LANTERNS HUNG OUT

| From   | To      |
|--------|---------|
| Sunset | Sunrise |

Master.

## CHIEF OFFICER'S LOG

| Hrs | Course  | Distance Run<br>Knots | WINDS—see Formula<br>Direction Force | Sail Set | Lee Way | Barometer | Temperature Air | Temperature Water | Remarks, &c.                         |
|-----|---------|-----------------------|--------------------------------------|----------|---------|-----------|-----------------|-------------------|--------------------------------------|
| 1   | Conceal | 5                     | N                                    | 6        |         |           |                 |                   | Saturday Feb 8 <sup>th</sup> 1896    |
| 2   |         | 5                     |                                      |          |         |           |                 |                   | This day begins with strong          |
| 3   |         | 5                     |                                      |          |         |           |                 |                   | breeze, squally, weather unsettled   |
| 4   |         | 5                     |                                      |          |         |           |                 |                   | in appearance, sea moderate          |
| 5   |         | 5                     |                                      |          |         |           |                 |                   | sky overcast.                        |
| 6   |         | 5                     |                                      |          |         |           |                 |                   | 6.30 heavy squall struck the vessel. |
| 7   |         | 5                     |                                      |          |         |           |                 |                   | splitting topsails, vessel laying    |
| 8   |         | 3                     |                                      | 4        | 2H      |           |                 |                   | to windward & shortening down.       |
| 9   |         | 3                     |                                      |          |         |           |                 |                   | Wind moderating to a whole           |
| 10  |         | 3                     |                                      |          |         |           |                 |                   | gale headed squall & topsails        |
| 11  |         | 3                     |                                      | 8        |         |           |                 |                   |                                      |
| 12  | NW      | 3                     |                                      |          |         |           |                 |                   |                                      |
| 1   |         | 2                     | N                                    |          |         |           |                 |                   | Stormy strong gale with very         |
| 2   |         | 2                     |                                      |          |         |           |                 |                   | heavy squall, vessel head rearing    |
| 3   |         | 2                     |                                      |          |         |           |                 |                   | under foremast & 3 lower topsails    |
| 4   |         | 2                     |                                      | 4        |         |           |                 |                   | lost & main topmast staysails        |
| 5   |         | 2                     |                                      |          |         |           |                 |                   |                                      |
| 6   |         | 2                     |                                      |          |         |           |                 |                   |                                      |
| 7   |         | 2                     |                                      |          |         |           |                 |                   | All light lookouts pumps             |
| 8   | NW      | 2                     |                                      |          |         |           |                 |                   | Ventilation strictly attended to.    |
| 9   |         | 2                     |                                      |          |         |           |                 |                   |                                      |
| 10  |         | 2                     |                                      |          |         |           |                 |                   |                                      |
| 11  |         | 2                     |                                      |          |         |           |                 |                   |                                      |
| 12  |         | 2                     |                                      |          |         |           |                 |                   | 12.00 went out to the Eastward       |

## BEARING &amp; DISTANCE AT NOON

| COURSE | DISTANCE | Difference Latitude | Departure | Latitude by Account | Latitude Observed | Difference of Longitude | Longitude by Account | Longitude by Chronometer | Longitude Observed | Variation | Distance Run per Patent Log |
|--------|----------|---------------------|-----------|---------------------|-------------------|-------------------------|----------------------|--------------------------|--------------------|-----------|-----------------------------|
| 7/41 N | 44       | 15                  | 51        | 29.45               | —                 | 59                      | 34.44                | —40.4                    | 12.4               | —         | —                           |

## ON THE LOOK-OUT

| From | To |
|------|----|
| 6    | 8  |
| 8    | 10 |
| 10   | 12 |
| 12   | 2  |
| 2    | 4  |
| 4    | 6  |

## NAME

Puller  
H.C.  
Sloane  
Kerr  
Johnson  
Royal.

## LANTERNS HUNG OUT

From Sunset To Sunrise

Richmond

Mate.

Master.

## CHIEF OFFICER'S LOG

| Hrs | Course  | Distance Run<br>Knots | WINDS—see Formula<br>Direction Force | Sail Set | Lee Way | Barometer | Temperature Air | Temperature Water | Remarks, &c.                         |
|-----|---------|-----------------------|--------------------------------------|----------|---------|-----------|-----------------|-------------------|--------------------------------------|
| 1   | Conceal | 2                     | N                                    | 10       |         |           |                 |                   | Sunday Feb 9 <sup>th</sup> 1896      |
| 2   |         |                       |                                      |          |         |           |                 |                   | This day begins with heavy Gale      |
| 3   |         |                       |                                      |          |         |           |                 |                   | from NW with heavy rain & wind       |
| 4   |         |                       |                                      |          |         |           |                 |                   | blow to under three lower topsails & |
| 5   |         |                       |                                      |          |         |           |                 |                   | foremast. sky heavy with clouds &    |
| 6   |         |                       |                                      |          |         |           |                 |                   | ugly appearance.                     |
| 7   |         |                       |                                      |          |         |           |                 |                   | Sunday Respected                     |
| 8   |         |                       |                                      |          |         |           |                 |                   |                                      |
| 9   |         |                       |                                      |          |         |           |                 |                   |                                      |
| 10  |         |                       |                                      |          |         |           |                 |                   |                                      |
| 11  |         |                       |                                      |          |         |           |                 |                   |                                      |
| 12  |         |                       |                                      |          |         |           |                 |                   |                                      |
| 1   |         | 1                     |                                      |          |         |           |                 |                   | continued blowing hard with          |
| 2   |         | 1                     |                                      |          |         |           |                 |                   | heavy squalls headed foremast        |
| 3   |         | 1                     |                                      |          |         |           |                 |                   | & fore & main lower topsails & masts |
| 4   |         | 1                     |                                      |          |         |           |                 |                   | not indicating above weather being   |
| 5   |         | 1                     |                                      |          |         |           |                 |                   | very slow in its movements.          |
| 6   |         | 1                     |                                      |          |         |           |                 |                   |                                      |
| 7   |         | 1                     |                                      |          |         |           |                 |                   | All light lookouts pumps &           |
| 8   |         | 1                     |                                      |          |         |           |                 |                   | Ventilation strictly attended to.    |
| 9   |         | 1                     |                                      |          |         |           |                 |                   |                                      |
| 10  |         | 1                     |                                      |          |         |           |                 |                   |                                      |
| 11  |         | 1                     |                                      |          |         |           |                 |                   | Gale moderating Set topsails &       |
| 12  |         | 1                     |                                      |          |         |           |                 |                   | foremast                             |

## BEARING &amp; DISTANCE AT NOON

| COURSE | DISTANCE | Difference Latitude | Departure | Latitude by Account | Latitude Observed | Difference of Longitude | Longitude by Account | Longitude by Chronometer | Longitude Observed | Variation | Distance Run per Patent Log |
|--------|----------|---------------------|-----------|---------------------|-------------------|-------------------------|----------------------|--------------------------|--------------------|-----------|-----------------------------|
| 49 E   | 48       | 26                  | 36        | 30.10               | 30.11             | 35                      | 34.10                | 34.15                    | 34.15              | 9.5       | —                           |

## ON THE LOOK-OUT

| From | To |
|------|----|
| 6    | 8  |
| 8    | 10 |
| 10   | 12 |
| 12   | 2  |
| 2    | 4  |
| 4    | 6  |

## NAME

Puller  
H.C.  
Sloane  
Kerr  
Johnson  
Royal.

## LANTERNS HUNG OUT

From Sunset To Sunrise

Richmond

Mate.

Master.

## CHIEF OFFICER'S LOG

| Hrs | Course | Distance Run.<br>Knots<br>Fathoms | WINDS—see Formula.<br>Direction<br>Force | Sail<br>Set | Lee<br>Way | Barometer<br>Temperature<br>Air<br>Temperature<br>Water<br>Deviation | REMARKS, &c.                       |
|-----|--------|-----------------------------------|------------------------------------------|-------------|------------|----------------------------------------------------------------------|------------------------------------|
| 1   | E x N  | 2                                 | North by E 9                             |             |            | 29.74 78                                                             | Monday Feb 10 <sup>th</sup> 18 96. |
| 2   |        | 2                                 |                                          |             |            |                                                                      | This day begins with rapidly       |
| 3   |        | 2                                 |                                          |             |            |                                                                      | decreasing wind sky still cloudy   |
| 4   |        | 2                                 |                                          |             |            |                                                                      | overcast. At small vessel still    |
| 5   |        | 2                                 |                                          |             |            |                                                                      | braced sharp up on 1st tack.       |
| 6   |        | 2                                 |                                          |             |            |                                                                      | People employed at rigging, &      |
| 7   |        | 2                                 |                                          |             |            |                                                                      | repairing aloft.                   |
| 8   |        | 2                                 |                                          |             |            |                                                                      | Carpenter & sailmaker at their     |
| 9   |        | 2                                 |                                          |             |            |                                                                      | respective duties.                 |
| 10  |        | 2                                 |                                          |             |            |                                                                      |                                    |
| 11  |        | 2                                 |                                          |             |            |                                                                      |                                    |
| 12  | E x N  | 2                                 | North by E 9                             |             |            | 29.74 78                                                             | Wind nearly all fallen away        |
| 1   |        | 1                                 |                                          |             |            |                                                                      | to this vessel barely moving       |
| 2   |        | 1                                 |                                          |             |            |                                                                      | sky still heavy & overcast.        |
| 3   |        | 1                                 |                                          |             |            |                                                                      | At small no indication at          |
| 4   |        | 1                                 |                                          |             |            |                                                                      | present of a favorable change      |
| 5   |        | 1                                 |                                          |             |            |                                                                      |                                    |
| 6   |        | 1                                 |                                          |             |            |                                                                      |                                    |
| 7   |        | 1                                 |                                          |             |            |                                                                      |                                    |
| 8   |        | 1                                 |                                          |             |            |                                                                      | All light lookout pumps &          |
| 9   |        | 1                                 |                                          |             |            |                                                                      | ventilation & strictly attended to |
| 10  |        | 1                                 |                                          |             |            |                                                                      |                                    |
| 11  |        | 1                                 |                                          |             |            |                                                                      |                                    |
| 12  |        | 1                                 |                                          |             |            |                                                                      |                                    |

## BEARING &amp; DISTANCE AT NOON

| COURSE      | DISTANCE | Difference<br>Latitude | Departure | Latitude by<br>Account | Latitude<br>Observed | Difference of<br>Longitude | Longitude by<br>Account | Longitude by<br>Chronometer | Longitude<br>Observed | Variation | Distance Run<br>per Patent Log |
|-------------|----------|------------------------|-----------|------------------------|----------------------|----------------------------|-------------------------|-----------------------------|-----------------------|-----------|--------------------------------|
| 177 1/2 34' | 8.       | 36.                    | 36.       | 30-01                  | 30-05                | 42                         | 36-20                   | 36-24                       | 36-24                 | 5 1/2     | —                              |

## ON THE LOOK-OUT

| From | To |
|------|----|
| 6    | 8  |
| 8    | 10 |
| 10   | 12 |
| 12   | 2  |
| 2    | 4  |
| 4    | 6  |

## NAME

Pollak  
Hill  
Long  
Hill  
Stoane  
Royal

## LANTERNS HUNG OUT

From Sunset To Sunrise

C Richmond

Mate.

Master.

## CHIEF OFFICER'S LOG.

| Hrs | Course | Distance Run.<br>Knots<br>Fathoms | WINDS—see Formula.<br>Direction<br>Force | Sail<br>Set | Lee<br>Way | Barometer<br>Temperature<br>Air<br>Temperature<br>Water<br>Deviation | REMARKS, &c.                       |
|-----|--------|-----------------------------------|------------------------------------------|-------------|------------|----------------------------------------------------------------------|------------------------------------|
| 1   | E x N  | 1                                 | North by E 9                             |             |            | 29.74 78                                                             | Tuesday Feb 11 <sup>th</sup> 18 96 |
| 2   |        | 1                                 |                                          |             |            |                                                                      | This day begins with baffles,      |
| 3   |        | 1                                 |                                          |             |            |                                                                      | at air & calm sky overcast &       |
| 4   |        | 1                                 |                                          |             |            |                                                                      | clouded, sea smooth, vessel just   |
| 5   |        | 1                                 |                                          |             |            |                                                                      | moving.                            |
| 6   |        | 1                                 |                                          |             |            |                                                                      | People employed at rigging         |
| 7   |        | 1                                 |                                          |             |            |                                                                      | & repairing aloft.                 |
| 8   |        | 1                                 |                                          |             |            |                                                                      | Carpenter & sailmaker at their     |
| 9   |        | 2                                 |                                          |             |            |                                                                      | respective trades                  |
| 10  |        | 2                                 |                                          |             |            |                                                                      |                                    |
| 11  |        | 2                                 |                                          |             |            |                                                                      |                                    |
| 12  |        | 2                                 |                                          |             |            |                                                                      |                                    |
| 1   | E x N  | 2                                 | North by E 9                             |             |            | 29.74 78                                                             | Light breeze from the N nearly     |
| 2   |        | 2                                 |                                          |             |            |                                                                      | calm at times sky cloudy &         |
| 3   |        | 2                                 |                                          |             |            |                                                                      | overcast, heavy banks of rain      |
| 4   |        | 2                                 |                                          |             |            |                                                                      | around horizon                     |
| 5   |        | 2                                 |                                          |             |            |                                                                      |                                    |
| 6   |        | 2                                 |                                          |             |            |                                                                      |                                    |
| 7   |        | 2                                 |                                          |             |            |                                                                      | All light lookout pumps &          |
| 8   |        | 2                                 |                                          |             |            |                                                                      | ventilation & strictly attended to |
| 9   |        | 2                                 |                                          |             |            |                                                                      |                                    |
| 10  |        | 2                                 |                                          |             |            |                                                                      |                                    |
| 11  |        | 2                                 |                                          |             |            |                                                                      |                                    |
| 12  |        | 2                                 |                                          |             |            |                                                                      |                                    |

## BEARING &amp; DISTANCE AT NOON

| COURSE      | DISTANCE | Difference<br>Latitude | Departure | Latitude by<br>Account | Latitude<br>Observed | Difference of<br>Longitude | Longitude by<br>Account | Longitude by<br>Chronometer | Longitude<br>Observed | Variation | Distance Run<br>per Patent Log |
|-------------|----------|------------------------|-----------|------------------------|----------------------|----------------------------|-------------------------|-----------------------------|-----------------------|-----------|--------------------------------|
| 177 1/2 34' | 46       | 6-                     | 46-       | 30-10                  | 30-10                | 13                         | 35-29                   | 35-29                       | 35-29                 | 6 1/2     | —                              |

## ON THE LOOK-OUT

| From | To |
|------|----|
| 6    | 8  |
| 8    | 10 |
| 10   | 12 |
| 12   | 2  |
| 2    | 4  |
| 4    | 6  |

## NAME

Pollak  
Hill  
Long  
Hill  
Stoane  
Royal  
Johnston

## LANTERNS HUNG OUT

From Sunset To Sunrise

C Richmond

Mate.

Master.

LOG of the

From

Enterprise

Towards

London

1896

LOG of the

From

Enterprise

Towards

London

## CHIEF OFFICER'S LOG

## CHIEF OFFICER'S LOG.

| Hrs | Course | Distance Run<br>Knots | WINDS—see Formula<br>Force | Direction | Sail Set | Lee Way | Barometer | Temperature<br>Air | Temperature<br>Water | Deviation | REMARKS, &c.                        |
|-----|--------|-----------------------|----------------------------|-----------|----------|---------|-----------|--------------------|----------------------|-----------|-------------------------------------|
| 1   | ENE    | 1                     | 1                          | 1         | 1        | 1       | 30.0      | 76                 | 76                   | 1         | Wednesday Sep 13 <sup>th</sup> 1896 |
| 2   |        | 1                     | 1                          | 1         | 1        | 1       |           |                    |                      |           | This day begins with buffing        |
| 3   | ENE    | 1                     | 1                          | 1         | 1        | 1       |           |                    |                      |           | Variable air all round the          |
| 4   |        | 1                     | 1                          | 1         | 1        | 1       |           |                    |                      |           | Company quite calm at times.        |
| 5   | NE     | 1                     | 1                          | 1         | 1        | 1       |           |                    |                      |           | Heavy banks of rain hanging         |
| 6   |        | 1                     | 1                          | 1         | 1        | 1       |           |                    |                      |           | around the horizon.                 |
| 7   |        | 1                     | 1                          | 1         | 1        | 1       |           |                    |                      |           | People variously employed           |
| 8   | NE     | 1                     | 1                          | 1         | 1        | 1       |           |                    |                      |           | Tradesmen at their respective       |
| 9   |        | 1                     | 1                          | 1         | 1        | 1       |           |                    |                      |           | trades                              |
| 10  |        | 1                     | 1                          | 1         | 1        | 1       |           |                    |                      |           |                                     |
| 11  |        | 1                     | 1                          | 1         | 1        | 1       |           |                    |                      |           |                                     |
| 12  |        | 1                     | 1                          | 1         | 1        | 1       |           |                    |                      |           |                                     |
| 1   | NE     | 2                     | 1                          | 1         | 1        | 1       |           |                    |                      |           | Light breeze springing up from      |
| 2   |        | 2                     | 1                          | 1         | 1        | 1       |           |                    |                      |           | the ESE, sky clearing up clouds     |
| 3   |        | 2                     | 1                          | 1         | 1        | 1       |           |                    |                      |           | from the Eastward.                  |
| 4   |        | 2                     | 1                          | 1         | 1        | 1       |           |                    |                      |           |                                     |
| 5   |        | 2                     | 1                          | 1         | 1        | 1       |           |                    |                      |           |                                     |
| 6   |        | 2                     | 1                          | 1         | 1        | 1       |           |                    |                      |           | All lights look out pump            |
| 7   |        | 2                     | 1                          | 1         | 1        | 1       |           |                    |                      |           | & Ventilator strictly attended to   |
| 8   |        | 2                     | 1                          | 1         | 1        | 1       |           |                    |                      |           |                                     |
| 9   |        | 2                     | 1                          | 1         | 1        | 1       |           |                    |                      |           |                                     |
| 10  |        | 2                     | 1                          | 1         | 1        | 1       |           |                    |                      |           |                                     |
| 11  |        | 2                     | 1                          | 1         | 1        | 1       |           |                    |                      |           |                                     |
| 12  |        | 2                     | 1                          | 1         | 1        | 1       |           |                    |                      |           |                                     |

BEARING &amp; DISTANCE AT NOON.

| COURSE | DISTANCE | Difference<br>Latitude | Departure | Latitude by<br>Account | Latitude<br>Observed | Difference of<br>Longitude | Longitude by<br>Account | Longitude by<br>Chronometer | Longitude<br>Observed | Variation | Distance Run<br>per Patent Log |
|--------|----------|------------------------|-----------|------------------------|----------------------|----------------------------|-------------------------|-----------------------------|-----------------------|-----------|--------------------------------|
| 130 E  | 44       | 37                     | 24        | 34.34                  | 34.33                | 24                         | 35.07                   | 35.07                       | 35.01                 | 5 H       |                                |

ON THE LOOK-OUT

NAME

LANTERNS HUNG OUT

|      |    |    |    |
|------|----|----|----|
| From | 6  | To | 5  |
|      | 5  | To | 10 |
|      | 10 | To | 12 |
|      | 12 | To | 2  |
|      | 2  | To | 4  |
|      | 4  | To | 6  |

C Richmond

Mate.

Master.

| Hrs | Course | Distance Run<br>Knots | WINDS—see Formula<br>Force | Direction | Sail Set | Lee Way | Barometer | Temperature<br>Air | Temperature<br>Water | Deviation | REMARKS, &c.                       |
|-----|--------|-----------------------|----------------------------|-----------|----------|---------|-----------|--------------------|----------------------|-----------|------------------------------------|
| 1   | ENE    | 1                     | 1                          | 1         | 1        | 1       | 30.0      | 76                 | 76                   | 1         | Thursday Sep 13 <sup>th</sup> 1896 |
| 2   |        | 1                     | 1                          | 1         | 1        | 1       |           |                    |                      |           | This day begins with light NE      |
| 3   |        | 1                     | 1                          | 1         | 1        | 1       |           |                    |                      |           | wind clear & very fine sea smooth  |
| 4   |        | 1                     | 1                          | 1         | 1        | 1       |           |                    |                      |           | current all over sky not visible   |
| 5   |        | 1                     | 1                          | 1         | 1        | 1       |           |                    |                      |           | People employed painting stage &   |
| 6   |        | 1                     | 1                          | 1         | 1        | 1       |           |                    |                      |           | brushing leadwork.                 |
| 7   |        | 1                     | 1                          | 1         | 1        | 1       |           |                    |                      |           | Carpenter repairing & cleaning     |
| 8   |        | 1                     | 1                          | 1         | 1        | 1       |           |                    |                      |           | Donkey engine boiler               |
| 9   |        | 1                     | 1                          | 1         | 1        | 1       |           |                    |                      |           | Fuller repairing sails             |
| 10  |        | 1                     | 1                          | 1         | 1        | 1       |           |                    |                      |           |                                    |
| 11  |        | 1                     | 1                          | 1         | 1        | 1       |           |                    |                      |           |                                    |
| 12  |        | 1                     | 1                          | 1         | 1        | 1       |           |                    |                      |           |                                    |
| 1   |        | 2                     | 1                          | 1         | 1        | 1       |           |                    |                      |           | Continued light NE wind            |
| 2   |        | 2                     | 1                          | 1         | 1        | 1       |           |                    |                      |           | wind & weather as above            |
| 3   |        | 2                     | 1                          | 1         | 1        | 1       |           |                    |                      |           | No indication of a fair wind       |
| 4   |        | 2                     | 1                          | 1         | 1        | 1       |           |                    |                      |           | at present                         |
| 5   |        | 2                     | 1                          | 1         | 1        | 1       |           |                    |                      |           |                                    |
| 6   |        | 2                     | 1                          | 1         | 1        | 1       |           |                    |                      |           |                                    |
| 7   |        | 2                     | 1                          | 1         | 1        | 1       |           |                    |                      |           |                                    |
| 8   |        | 2                     | 1                          | 1         | 1        | 1       |           |                    |                      |           | All lights look out pump           |
| 9   |        | 2                     | 1                          | 1         | 1        | 1       |           |                    |                      |           | & Ventilator strictly attended to  |
| 10  |        | 2                     | 1                          | 1         | 1        | 1       |           |                    |                      |           |                                    |
| 11  |        | 2                     | 1                          | 1         | 1        | 1       |           |                    |                      |           |                                    |
| 12  |        | 2                     | 1                          | 1         | 1        | 1       |           |                    |                      |           |                                    |

BEARING &amp; DISTANCE AT NOON.

| COURSE | DISTANCE | Difference<br>Latitude | Departure | Latitude by<br>Account | Latitude<br>Observed | Difference of<br>Longitude | Longitude by<br>Account | Longitude by<br>Chronometer | Longitude<br>Observed | Variation | Distance Run<br>per Patent Log |
|--------|----------|------------------------|-----------|------------------------|----------------------|----------------------------|-------------------------|-----------------------------|-----------------------|-----------|--------------------------------|
| 31 N   | 61       | 53                     | 32        | 35.35                  | 35.34                | 36                         | 35.35                   | 35.36                       | 35.36                 | 5 H       |                                |

ON THE LOOK-OUT

NAME

LANTERNS HUNG OUT

|      |    |    |    |
|------|----|----|----|
| From | 6  | To | 8  |
|      | 8  | To | 10 |
|      | 10 | To | 12 |
|      | 12 | To | 2  |
|      | 2  | To | 4  |
|      | 4  | To | 6  |

C Richmond

Mate.

Master.

LOG of the

From *Europe*  
*Sapier*Towards *London.*

## CHIEF OFFICER'S LOG

| Hrs | Distance Run  |         | WINDS—see Formula |            | Sail Set | Lee Way | Barometer   | Temperature Air | Temperature Water | Deviation | REMARKS, &c.                                 |
|-----|---------------|---------|-------------------|------------|----------|---------|-------------|-----------------|-------------------|-----------|----------------------------------------------|
|     | Knots         | Fathoms | Direction         | Force      |          |         |             |                 |                   |           |                                              |
|     | <i>Course</i> |         |                   |            |          |         |             |                 |                   |           | <i>Friday February 14<sup>th</sup> 1896.</i> |
| 1   | <i>ENE</i>    | 1       | <i>N</i>          | <i>5.5</i> |          |         | <i>30.0</i> | <i>77.5</i>     |                   |           | This day begins with continued               |
| 2   |               | 1       |                   |            |          |         |             |                 |                   |           | light baffling air & calm.                   |
| 3   |               | 1       |                   |            |          |         |             |                 |                   |           | Sea like glass, sky clear, no                |
| 4   |               | 1       |                   |            |          |         |             |                 |                   |           | indication at present of a                   |
| 5   |               | 1       |                   |            |          |         |             |                 |                   |           | change.                                      |
| 6   |               | 1       |                   |            |          |         |             |                 |                   |           | People employed blacking all                 |
| 7   |               | 1       |                   |            |          |         |             |                 |                   |           | chamwork & footrocks.                        |
| 8   |               | 1       |                   |            |          |         |             |                 |                   |           | Carpenter at the Dockley engine              |
| 9   |               | 1       |                   |            |          |         |             |                 |                   |           | boiler, overhauling & cleaning               |
| 10  |               | 1       |                   |            |          |         |             |                 |                   |           | Sullmaker at his trade.                      |
| 11  |               | 1       |                   |            |          |         |             |                 |                   |           |                                              |
| 12  | <i>NNE</i>    | 1       | <i>N</i>          | <i>6.5</i> |          |         | <i>30.0</i> | <i>77.5</i>     |                   |           |                                              |
| 1   |               | 1       |                   |            |          |         |             |                 |                   |           | Continued light air from                     |
| 2   |               | 1       |                   |            |          |         |             |                 |                   |           | the S.W. but barely stirring                 |
| 3   |               | 1       |                   |            |          |         |             |                 |                   |           | camels hanging around the                    |
| 4   |               | 1       |                   |            |          |         |             |                 |                   |           | horizon                                      |
| 5   |               | 1       |                   |            |          |         |             |                 |                   |           |                                              |
| 6   |               | 1       |                   |            |          |         |             |                 |                   |           |                                              |
| 7   | <i>NNE</i>    | 1       |                   |            |          |         |             |                 |                   |           | All lights without pumps                     |
| 8   |               | 1       |                   |            |          |         |             |                 |                   |           | & ventilator strictly attended to            |
| 9   |               | 1       |                   |            |          |         |             |                 |                   |           |                                              |
| 10  |               | 1       |                   |            |          |         |             |                 |                   |           |                                              |
| 11  |               | 1       |                   |            |          |         |             |                 |                   |           |                                              |
| 12  |               | 1       |                   |            |          |         |             |                 |                   |           |                                              |

## BEARING &amp; DISTANCE AT NOON

| COURSE     | DISTANCE  | Difference Latitude | Departure | Latitude by Account | Latitude Observed | Difference of Longitude | Longitude by Account | Longitude by Chronometer | Longitude Observed | Variation  | Distance Run per Patent Log |
|------------|-----------|---------------------|-----------|---------------------|-------------------|-------------------------|----------------------|--------------------------|--------------------|------------|-----------------------------|
| <i>NNE</i> | <i>24</i> | <i>16</i>           | <i>16</i> | <i>28.34</i>        | <i>28.35</i>      | <i>15</i>               | <i>35.30</i>         | <i>35.31</i>             | <i>35.30</i>       | <i>5.8</i> |                             |

## ON THE LOOK-OUT

| From      | To        |
|-----------|-----------|
| <i>6</i>  | <i>8</i>  |
| <i>8</i>  | <i>10</i> |
| <i>10</i> | <i>12</i> |
| <i>12</i> | <i>2</i>  |
| <i>2</i>  | <i>4</i>  |
| <i>4</i>  | <i>6</i>  |

## NAME

*Sullmaker*  
*Reed*  
*Reed*  
*Reed*  
*Reed*  
*Reed*

## LANTERNS HUNG OUT

From *Sunset* To *Sunrise*

*E. Richmond*

Mate.

Master.

LOG of the

From *Europe*  
*Sapier*Towards *London.*

## CHIEF OFFICER'S LOG.

| Hrs | Distance Run  |         | WINDS—see Formula |            | Sail Set | Lee Way | Barometer   | Temperature Air | Temperature Water | Deviation | REMARKS, &c.                             |
|-----|---------------|---------|-------------------|------------|----------|---------|-------------|-----------------|-------------------|-----------|------------------------------------------|
|     | Knots         | Fathoms | Direction         | Force      |          |         |             |                 |                   |           |                                          |
|     | <i>Course</i> |         |                   |            |          |         |             |                 |                   |           | <i>Saturday Feb 15<sup>th</sup> 1896</i> |
| 1   |               |         |                   |            |          |         | <i>30.0</i> | <i>77.5</i>     |                   |           | This day begins with calm                |
| 2   |               |         |                   |            |          |         |             |                 |                   |           | weather, sky full of cumulus             |
| 3   |               |         |                   |            |          |         |             |                 |                   |           | clouds, with little or no motion         |
| 4   |               |         |                   |            |          |         |             |                 |                   |           | in the air.                              |
| 5   |               |         |                   |            |          |         |             |                 |                   |           | People variously employed                |
| 6   |               |         |                   |            |          |         |             |                 |                   |           | tradesmen at their trade.                |
| 7   | <i>N</i>      | 1       | <i>ENE</i>        | <i>0.5</i> |          |         |             |                 |                   |           | light air from the east.                 |
| 8   |               | 1       |                   |            |          |         |             |                 |                   |           |                                          |
| 9   |               | 1       |                   |            |          |         |             |                 |                   |           |                                          |
| 10  |               | 1       |                   |            |          |         |             |                 |                   |           |                                          |
| 11  |               | 1       |                   |            |          |         |             |                 |                   |           |                                          |
| 12  |               | 1       |                   |            |          |         |             |                 |                   |           |                                          |
| 1   | <i>NNE</i>    | 2       | <i>ENE</i>        | 1          |          |         |             |                 |                   |           | light Easterly & ESE air                 |
| 2   |               | 2       |                   |            |          |         |             |                 |                   |           | no indication of a breeze                |
| 3   |               | 2       |                   |            |          |         |             |                 |                   |           | anywhere at present.                     |
| 4   |               | 2       |                   |            |          |         |             |                 |                   |           | Carpenter, oiler down aloft, also        |
| 5   |               | 1       | <i>ENE</i>        | <i>0.5</i> |          |         |             |                 |                   |           | windlass, winches, pumps &c.             |
| 6   |               | 1       |                   |            |          |         |             |                 |                   |           |                                          |
| 7   | <i>NNE</i>    | 1       |                   |            |          |         |             |                 |                   |           | Yards kept constantly trimmed &          |
| 8   |               | 1       |                   |            |          |         |             |                 |                   |           | very passing air                         |
| 9   |               | 1       |                   |            |          |         |             |                 |                   |           |                                          |
| 10  |               | 1       |                   |            |          |         |             |                 |                   |           | All lights without pumps &               |
| 11  |               | 1       |                   |            |          |         |             |                 |                   |           | ventilator strictly attended to          |
| 12  |               | 1       |                   |            |          |         |             |                 |                   |           |                                          |

## BEARING &amp; DISTANCE AT NOON

| COURSE     | DISTANCE  | Difference Latitude | Departure | Latitude by Account | Latitude Observed | Difference of Longitude | Longitude by Account | Longitude by Chronometer | Longitude Observed | Variation  | Distance Run per Patent Log |
|------------|-----------|---------------------|-----------|---------------------|-------------------|-------------------------|----------------------|--------------------------|--------------------|------------|-----------------------------|
| <i>NNE</i> | <i>14</i> | <i>11</i>           | <i>3</i>  | <i>28.7</i>         | <i>28.8</i>       | <i>5</i>                | <i>35.15</i>         | <i>35.16</i>             | <i>35.16</i>       | <i>5.8</i> |                             |

## ON THE LOOK-OUT

| From      | To        |
|-----------|-----------|
| <i>6</i>  | <i>8</i>  |
| <i>8</i>  | <i>10</i> |
| <i>10</i> | <i>12</i> |
| <i>12</i> | <i>2</i>  |
| <i>2</i>  | <i>4</i>  |
| <i>4</i>  | <i>6</i>  |

## NAME

*Reed*  
*Reed*  
*Reed*  
*Reed*  
*Reed*  
*Reed*

## LANTERNS HUNG OUT

From *Sunset* To *Sunrise*

Mate.

Master.

CHIEF OFFICER'S LOG

| Hrs | Course | Distance Run | WINDS—see Formula | Force | Sail Set | Lee Way | Barometer | Temperature Air | Temperature Water | Remarks, &c.                                                                                                |
|-----|--------|--------------|-------------------|-------|----------|---------|-----------|-----------------|-------------------|-------------------------------------------------------------------------------------------------------------|
|     |        | Knots        | Direction         |       |          |         |           |                 |                   |                                                                                                             |
| 1   | Expt   | 2            | N x E             | 2     |          |         | 30.78     |                 |                   | Sunday Feb 11 <sup>th</sup> 18 96                                                                           |
| 2   |        | 2            |                   |       |          |         |           |                 |                   | This day begins with light breeze springing up from N x E.                                                  |
| 3   |        | 2            |                   |       |          |         |           |                 |                   | Sky dull overcast heavy rain clouds around the horizon.                                                     |
| 4   |        | 2            |                   |       |          |         |           |                 |                   | Small swell from the Eastward.                                                                              |
| 5   |        | 2            | N x E             |       |          |         |           |                 |                   |                                                                                                             |
| 6   | Expt   | 2            |                   |       |          |         |           |                 |                   |                                                                                                             |
| 7   |        | 2            |                   |       |          |         |           |                 |                   | Banding Respected.                                                                                          |
| 8   | N x N  | 2            |                   |       |          |         |           |                 |                   | Slacked to the N.W.                                                                                         |
| 9   |        | 2            |                   |       |          |         |           |                 |                   | Wind very unsteady, coming away from synally, no wind between synally, but rather sharp during the squalls. |
| 10  |        | 2            |                   |       |          |         |           |                 |                   |                                                                                                             |
| 11  |        | 2            |                   |       |          |         |           |                 |                   |                                                                                                             |
| 12  |        | 2            |                   |       |          |         | 30.78     |                 |                   |                                                                                                             |
| 1   | N x N  | 3            | N x N             |       |          |         |           |                 |                   | Handed all small canvas.                                                                                    |
| 2   |        | 3            |                   |       |          |         |           |                 |                   |                                                                                                             |
| 3   |        | 3            |                   |       |          |         |           |                 |                   | Continued heavy rain synally during the remainder of the day. Wind very unsteady in force & direction.      |
| 4   |        | 3            |                   |       |          |         |           |                 |                   |                                                                                                             |
| 5   |        | 3            |                   |       |          |         |           |                 |                   |                                                                                                             |
| 6   |        | 3            |                   |       |          |         |           |                 |                   |                                                                                                             |
| 7   |        | 3            |                   |       |          |         |           |                 |                   |                                                                                                             |
| 8   | N x N  | 3            | N x E             |       |          |         |           |                 |                   | All light lookout pump & Ventilators strictly attended to.                                                  |
| 9   |        | 3            |                   |       |          |         |           |                 |                   |                                                                                                             |
| 10  |        | 3            |                   |       |          |         |           |                 |                   |                                                                                                             |
| 11  | N x N  | 3            |                   |       |          |         |           |                 |                   |                                                                                                             |
| 12  |        | 3            |                   |       |          |         |           |                 |                   | Slacked to the Eastward.                                                                                    |

BEARING & DISTANCE AT NOON.

| COURSE | DISTANCE | Difference Latitude | Departure | Latitude by Account | Latitude Observed | Difference of Longitude | Longitude by Account | Longitude by Chronometer | Longitude Observed | Variation | Distance Run per Patent Log |
|--------|----------|---------------------|-----------|---------------------|-------------------|-------------------------|----------------------|--------------------------|--------------------|-----------|-----------------------------|
| N x N  | 30.      | 03                  | 19        | 24.40               | 24.40             | 22                      | 35.40                | 35.40                    | 35.40              | 0         |                             |

ON THE LOOK-OUT

| From | To |
|------|----|
| 6    | 8  |
| 8    | 10 |
| 10   | 12 |
| 12   | 2  |
| 2    | 4  |
| 4    | 6  |

NAME

Parson  
Ried  
Johnson  
Hoane  
Royal  
Herman

LANTERNS HUNG OUT

From Sunset To Sunrise

Richmond

Mate.

Master.

CHIEF OFFICER'S LOG.

| Hrs | Course | Distance Run | WINDS—see Formula | Force | Sail Set | Lee Way | Barometer | Temperature Air | Temperature Water | Remarks, &c.                                                                               |
|-----|--------|--------------|-------------------|-------|----------|---------|-----------|-----------------|-------------------|--------------------------------------------------------------------------------------------|
|     |        | Knots        | Direction         |       |          |         |           |                 |                   |                                                                                            |
| 1   | Expt   | 3            | N x E             | 4     |          |         | 30.78     |                 |                   | Monday Feb 12 <sup>th</sup> 18 96                                                          |
| 2   |        | 3            |                   |       |          |         |           |                 |                   | This day begins with moderate breeze, but very synally, heavy rain.                        |
| 3   |        | 3            |                   |       |          |         |           |                 |                   | Sky heavy with rain clouds synally pretty heavy at times, wind very unsteady in direction. |
| 4   |        | 3            |                   |       |          |         |           |                 |                   |                                                                                            |
| 5   |        | 3            |                   |       |          |         |           |                 |                   |                                                                                            |
| 6   |        | 3            |                   |       |          |         |           |                 |                   |                                                                                            |
| 7   |        | 3            |                   |       |          |         |           |                 |                   | People variously employed.                                                                 |
| 8   |        | 3            |                   |       |          |         |           |                 |                   | Traders at their trade.                                                                    |
| 9   |        | 3            |                   |       |          |         |           |                 |                   |                                                                                            |
| 10  |        | 3            |                   |       |          |         |           |                 |                   |                                                                                            |
| 11  |        | 3            |                   |       |          |         |           |                 |                   |                                                                                            |
| 12  | Expt   | 3            | N x E             | 4     |          |         | 30.80     |                 |                   | Continued synally weather & heavy downpour of rain quite moderate between the synally.     |
| 1   |        | 3            |                   |       |          |         |           |                 |                   | Eastly swell, no indication at present of a favorable change.                              |
| 2   |        | 3            |                   |       |          |         |           |                 |                   |                                                                                            |
| 3   |        | 3            |                   |       |          |         |           |                 |                   |                                                                                            |
| 4   |        | 3            |                   |       |          |         |           |                 |                   |                                                                                            |
| 5   |        | 3            |                   |       |          |         |           |                 |                   |                                                                                            |
| 6   |        | 3            |                   |       |          |         |           |                 |                   |                                                                                            |
| 7   |        | 3            |                   |       |          |         |           |                 |                   |                                                                                            |
| 8   |        | 3            |                   |       |          |         |           |                 |                   |                                                                                            |
| 9   |        | 3            |                   |       |          |         |           |                 |                   |                                                                                            |
| 10  |        | 3            |                   |       |          |         |           |                 |                   |                                                                                            |
| 11  |        | 3            |                   |       |          |         |           |                 |                   |                                                                                            |
| 12  |        | 3            |                   |       |          |         |           |                 |                   |                                                                                            |

BEARING & DISTANCE AT NOON.

| COURSE | DISTANCE | Difference Latitude | Departure | Latitude by Account | Latitude Observed | Difference of Longitude | Longitude by Account | Longitude by Chronometer | Longitude Observed | Variation | Distance Run per Patent Log |
|--------|----------|---------------------|-----------|---------------------|-------------------|-------------------------|----------------------|--------------------------|--------------------|-----------|-----------------------------|
| N x E  | 40.      | 04                  | 24        | 24.44               | 24.44             | 22                      | 35.40                | 35.40                    | 35.40              | 0         |                             |

ON THE LOOK-OUT

| From | To |
|------|----|
| 6    | 8  |
| 8    | 10 |
| 10   | 12 |
| 12   | 2  |
| 2    | 4  |
| 4    | 6  |

NAME

Ried  
Parson  
Johnson  
Hoane  
Royal  
Herman

LANTERNS HUNG OUT

From Sunset To Sunrise

Richmond

Mate.

Master.

LOG of the

From

Eutrope  
Napier

Towards

London

NO 10 30J

LOG of the

From

Eutrope  
Napier

Towards

London

## CHIEF OFFICER'S LOG

## CHIEF OFFICER'S LOG.

| Hrs | Course | Distance Run |         | WINDS—see Formula |       | Sail Set | Lee Way | Barometer | Temperature Air | Temperature Water | Deviation | REMARKS, &c.                                                              | FS. |
|-----|--------|--------------|---------|-------------------|-------|----------|---------|-----------|-----------------|-------------------|-----------|---------------------------------------------------------------------------|-----|
|     |        | Knots        | Fathoms | Direction         | Force |          |         |           |                 |                   |           |                                                                           |     |
| 1   | NE     | 4            |         | NE                | 4     |          |         | 30.44     |                 |                   |           | This day begins with moderate breeze from N.W. sky clearing, sea moderate | 1   |
| 2   |        | 4            |         |                   |       |          |         |           |                 |                   |           |                                                                           | 2   |
| 3   |        | 4            |         |                   |       |          |         |           |                 |                   |           |                                                                           | 3   |
| 4   |        | 4            |         |                   |       |          |         |           |                 |                   |           |                                                                           | 4   |
| 5   |        | 4            |         |                   |       |          |         |           |                 |                   |           | People employed cleaning ship.                                            | 5   |
| 6   |        | 4            |         |                   |       |          |         |           |                 |                   |           | Carpenter employed cleaning ship.                                         | 6   |
| 7   |        | 4            |         |                   |       |          |         |           |                 |                   |           | Donkey boiler                                                             | 7   |
| 8   |        | 4            |         |                   |       |          |         |           |                 |                   |           | Scalmar at his trade.                                                     | 8   |
| 9   |        | 4            |         |                   |       |          |         |           |                 |                   |           |                                                                           | 9   |
| 10  |        | 4            |         |                   |       |          |         |           |                 |                   |           |                                                                           | 10  |
| 11  |        | 4            |         |                   |       |          |         |           |                 |                   |           |                                                                           | 11  |
| 12  | NE     | 4            |         | NE                | 4     |          |         | 30.44     |                 |                   |           | Continued moderate breeze from N.W. sky slightly overcast                 | 12  |
| 1   |        | 4            |         |                   |       |          |         |           |                 |                   |           | Vimbu clouds hanging around the N.E. horizon.                             | 1   |
| 2   |        | 4            |         |                   |       |          |         |           |                 |                   |           |                                                                           | 2   |
| 3   |        | 4            |         |                   |       |          |         |           |                 |                   |           |                                                                           | 3   |
| 4   |        | 4            |         |                   |       |          |         |           |                 |                   |           |                                                                           | 4   |
| 5   |        | 4            |         |                   |       |          |         |           |                 |                   |           |                                                                           | 5   |
| 6   |        | 4            |         |                   |       |          |         |           |                 |                   |           |                                                                           | 6   |
| 7   |        | 4            |         |                   |       |          |         |           |                 |                   |           |                                                                           | 7   |
| 8   |        | 4            |         |                   |       |          |         |           |                 |                   |           |                                                                           | 8   |
| 9   |        | 3            |         |                   |       |          |         |           |                 |                   |           | All lights lookouts pumps + Ventilators strictly attended to.             | 9   |
| 10  |        | 3            |         |                   |       |          |         |           |                 |                   |           |                                                                           | 10  |
| 11  |        | 3            |         |                   |       |          |         |           |                 |                   |           |                                                                           | 11  |
| 12  |        | 3            |         |                   |       |          |         |           |                 |                   |           | Wind gradually falling away light                                         | 12  |

BEARING &amp; DISTANCE AT NOON

From on after 16° 17' 10" S

| COURSE | DISTANCE | Difference Latitude | Departure | Latitude by Account | Latitude Observed | Difference of Longitude | Longitude by Account | Longitude by Chronometer | Longitude Observed | Variation | Distance Run per Patent Log |
|--------|----------|---------------------|-----------|---------------------|-------------------|-------------------------|----------------------|--------------------------|--------------------|-----------|-----------------------------|
| N 28 E | 99.      | 84                  | 37        | 16.10               |                   | 35.                     | 33.10                | No Obs.                  |                    | 1.0       |                             |

ON THE LOOK-OUT

| From | To |
|------|----|
| 6    | 8  |
| 8    | 10 |
| 10   | 12 |
| 12   | 2  |
| 2    | 4  |
| 4    | 6  |

NAME

Parson  
Reed  
Johnson  
Swane  
Royal  
Herman

LANTERNS HUNG OUT

From Sunset To Sunrise

C Richmond

Mate.

Master.

| Hrs | Course | Distance Run |         | WINDS—see Formula |       | Sail Set | Lee Way | Barometer | Temperature Air | Temperature Water | Deviation | REMARKS, &c.                                                                                   | FS. |
|-----|--------|--------------|---------|-------------------|-------|----------|---------|-----------|-----------------|-------------------|-----------|------------------------------------------------------------------------------------------------|-----|
|     |        | Knots        | Fathoms | Direction         | Force |          |         |           |                 |                   |           |                                                                                                |     |
| 1   |        |              |         |                   |       |          |         | 30.40     |                 |                   |           | This day begins with a complete calm sea smooth sky clouded + overcast no motion in the clouds | 1   |
| 2   |        |              |         |                   |       |          |         |           |                 |                   |           |                                                                                                | 2   |
| 3   |        |              |         |                   |       |          |         |           |                 |                   |           |                                                                                                | 3   |
| 4   |        |              |         |                   |       |          |         |           |                 |                   |           |                                                                                                | 4   |
| 5   |        |              |         |                   |       |          |         |           |                 |                   |           | People employed cleaning ship.                                                                 | 5   |
| 6   |        |              |         |                   |       |          |         |           |                 |                   |           |                                                                                                | 6   |
| 7   |        |              |         |                   |       |          |         |           |                 |                   |           |                                                                                                | 7   |
| 8   |        |              |         |                   |       |          |         |           |                 |                   |           |                                                                                                | 8   |
| 9   | East 2 | 2            |         | NE                | 2     |          |         |           |                 |                   |           | Breeze springing up from the N.E. yards trimmed + every sail set to the best advantage.        | 9   |
| 10  |        | 2            |         |                   |       |          |         |           |                 |                   |           |                                                                                                | 10  |
| 11  |        | 3            |         |                   |       |          |         |           |                 |                   |           |                                                                                                | 11  |
| 12  |        | 3            |         |                   |       |          |         |           |                 |                   |           |                                                                                                | 12  |
| 1   | East 4 | 4            |         | NE                | 3     |          |         | 30.40     |                 |                   |           | Continued moderate breeze drawing strongly, clouds moving slowly from the N.E.                 | 1   |
| 2   |        | 4            |         |                   |       |          |         |           |                 |                   |           |                                                                                                | 2   |
| 3   |        | 4            |         |                   |       |          |         |           |                 |                   |           |                                                                                                | 3   |
| 4   |        | 4            |         |                   |       |          |         |           |                 |                   |           |                                                                                                | 4   |
| 5   |        | 4            |         |                   |       |          |         |           |                 |                   |           |                                                                                                | 5   |
| 6   |        | 4            |         |                   |       |          |         |           |                 |                   |           |                                                                                                | 6   |
| 7   |        | 4            |         |                   |       |          |         |           |                 |                   |           |                                                                                                | 7   |
| 8   |        | 4            |         |                   |       |          |         |           |                 |                   |           |                                                                                                | 8   |
| 9   |        | 4            |         |                   |       |          |         |           |                 |                   |           |                                                                                                | 9   |
| 10  |        | 4            |         |                   |       |          |         |           |                 |                   |           |                                                                                                | 10  |
| 11  |        | 4            |         |                   |       |          |         |           |                 |                   |           |                                                                                                | 11  |
| 12  |        | 4            |         |                   |       |          |         |           |                 |                   |           |                                                                                                | 12  |

BEARING &amp; DISTANCE AT NOON

| COURSE | DISTANCE | Difference Latitude | Departure | Latitude by Account | Latitude Observed | Difference of Longitude | Longitude by Account | Longitude by Chronometer | Longitude Observed | Variation | Distance Run per Patent Log |
|--------|----------|---------------------|-----------|---------------------|-------------------|-------------------------|----------------------|--------------------------|--------------------|-----------|-----------------------------|
| N 28 E | 19.      | 26                  | 53        | 25.44               | 25.41             | 19.                     | 33.41                | No Obs.                  |                    | 23.4      |                             |

ON THE LOOK-OUT

| From | To |
|------|----|
| 6    | 8  |
| 8    | 10 |
| 10   | 12 |
| 12   | 2  |
| 2    | 4  |
| 4    | 6  |

NAME

Reed  
Parson  
Swane  
Johnson  
Herman  
Royal

LANTERNS HUNG OUT

From Sunset To Sunrise

C Richmond

Mate.

Master.

## CHIEF OFFICER'S LOG

| Hrs | Course | Distance Run |         | WINDS—see Formula |       | Sail Set | Lee Way | Barometer | Temperature Air | Temperature Water | Deviation | REMARKS, &c.                                                    |
|-----|--------|--------------|---------|-------------------|-------|----------|---------|-----------|-----------------|-------------------|-----------|-----------------------------------------------------------------|
|     |        | Knots        | Fathoms | Direction         | Force |          |         |           |                 |                   |           |                                                                 |
| 1   | N.E.   | 2            |         | N.E.              | 2     |          |         | 29.80     | 80              |                   |           | Thursday Feb 20 <sup>th</sup> 1896                              |
| 2   |        | 2            |         |                   |       |          |         |           |                 |                   |           | This day begins with light breeze from the N.E. sea & very fine |
| 3   |        | 2            |         |                   |       |          |         |           |                 |                   |           | sea smooth, no indications of a favorable wind at present.      |
| 4   |        | 2            |         |                   |       |          |         |           |                 |                   |           |                                                                 |
| 5   |        | 2            |         |                   |       |          |         |           |                 |                   |           | People employed cleaning ship                                   |
| 6   |        | 2            |         |                   |       |          |         |           |                 |                   |           | Carpenter cleaning & painting in                                |
| 7   |        | 2            |         |                   |       |          |         |           |                 |                   |           | Donkey engine room                                              |
| 8   |        | 2            |         |                   |       |          |         |           |                 |                   |           | Sailmaker at his trade                                          |
| 9   |        | 2            |         |                   |       |          |         |           |                 |                   |           |                                                                 |
| 10  |        | 2            |         |                   |       |          |         |           |                 |                   |           |                                                                 |
| 11  |        | 2            |         |                   |       |          |         |           |                 |                   |           |                                                                 |
| 12  | N.E.   | 2            |         | N.E.              | 10    |          |         | 29.80     | 80              |                   |           |                                                                 |
| 1   |        | 1            | 2       |                   |       |          |         |           |                 |                   |           | Wind falling away very                                          |
| 2   |        | 1            | 2       |                   |       |          |         |           |                 |                   |           | light sky clear & weather                                       |
| 3   |        | 1            | 2       |                   |       |          |         |           |                 |                   |           | very fine, sea smooth                                           |
| 4   |        | 1            | 2       |                   |       |          |         |           |                 |                   |           | light cumulus stratus slowly                                    |
| 5   |        | 1            | 2       |                   |       |          |         |           |                 |                   |           | moving from the Northward                                       |
| 6   |        | 1            | 2       |                   |       |          |         |           |                 |                   |           |                                                                 |
| 7   |        | 1            | 2       |                   |       |          |         |           |                 |                   |           |                                                                 |
| 8   |        | 1            | 2       |                   |       |          |         |           |                 |                   |           | All light lookout pumps                                         |
| 9   |        | 1            | 2       |                   |       |          |         |           |                 |                   |           | & Ventilator & strictly attended to                             |
| 10  |        | 1            | 2       |                   |       |          |         |           |                 |                   |           |                                                                 |
| 11  |        | 1            | 2       |                   |       |          |         |           |                 |                   |           |                                                                 |
| 12  |        | 1            | 2       |                   |       |          |         |           |                 |                   |           |                                                                 |

BEARING &amp; DISTANCE AT NOON

| COURSE | DISTANCE | Difference Latitude | Departure | Latitude by Account | Latitude Observed | Difference of Longitude | Longitude by Account | Longitude by Chronometer | Longitude Observed | Variation | Distance Run per Patent Log |
|--------|----------|---------------------|-----------|---------------------|-------------------|-------------------------|----------------------|--------------------------|--------------------|-----------|-----------------------------|
| 139.6  | 41       | 32                  | 26        | 24.12               | 25.11             | 24                      | 33.12                | 33.10                    | 33.10              | N         |                             |

ON THE LOOK-OUT

| From | To |
|------|----|
| 6    | 8  |
| 8    | 10 |
| 10   | 12 |
| 12   | 2  |
| 2    | 4  |
| 4    | 6  |

NAME

Ransom  
Rid  
Johnson  
Sloan  
Koyal  
Herman

LANTERNS HUNG OUT

From *sunset* To *sunrise*

C. Richmond

Mate.

Master.

## CHIEF OFFICER'S LOG.

| Hrs | Course | Distance Run |         | WINDS—see Formula |       | Sail Set | Lee Way | Barometer | Temperature Air | Temperature Water | Deviation | REMARKS, &c.                       |
|-----|--------|--------------|---------|-------------------|-------|----------|---------|-----------|-----------------|-------------------|-----------|------------------------------------|
|     |        | Knots        | Fathoms | Direction         | Force |          |         |           |                 |                   |           |                                    |
| 1   | East   | 2            |         | N.E.              | 2     |          |         | 29.80     | 80              |                   |           | Friday Feb 21 <sup>st</sup> 1896   |
| 2   |        | 2            |         |                   |       |          |         |           |                 |                   |           | This day begins with light wind    |
| 3   | S.E.   | 3            |         |                   |       |          |         |           |                 |                   |           | driving N.E. & N. clear & very     |
| 4   |        | 3            |         |                   |       |          |         |           |                 |                   |           | fine                               |
| 5   | N.W.   | 3            |         |                   |       |          |         |           |                 |                   |           | 4 tacked ship to the N.W.          |
| 6   |        | 3            |         |                   |       |          |         |           |                 |                   |           | weather clear & fine cumulus       |
| 7   |        | 3            |         |                   |       |          |         |           |                 |                   |           | from the N.E. no indication        |
| 8   |        | 3            |         |                   |       |          |         |           |                 |                   |           | of S.E. trade at all               |
| 9   |        | 3            |         |                   |       |          |         |           |                 |                   |           | People painting aloft masts        |
| 10  |        | 2            |         |                   |       |          |         |           |                 |                   |           | & deck.                            |
| 11  |        | 2            |         |                   |       |          |         |           |                 |                   |           | Carpenter at his trade             |
| 12  | N.W.   | 2            |         | N                 | 1.5   |          |         | 29.80     | 80              |                   |           | Sailmaker repairing sail.          |
| 1   |        | 2            |         |                   |       |          |         |           |                 |                   |           |                                    |
| 2   |        | 2            |         |                   |       |          |         |           |                 |                   |           |                                    |
| 3   |        | 2            |         |                   |       |          |         |           |                 |                   |           |                                    |
| 4   |        | 2            |         |                   |       |          |         |           |                 |                   |           |                                    |
| 5   | N.W.   | 1            | 2       |                   |       |          |         |           |                 |                   |           | Wind baffling & unsteady.          |
| 6   |        | 1            | 2       |                   |       |          |         |           |                 |                   |           | in force & direction               |
| 7   |        | 1            | 2       |                   |       |          |         |           |                 |                   |           |                                    |
| 8   |        | 1            | 2       |                   |       |          |         |           |                 |                   |           | All light lookouts pumps           |
| 9   |        | 2            |         |                   |       |          |         |           |                 |                   |           | & Ventilator strictly attended to. |
| 10  |        | 2            |         |                   |       |          |         |           |                 |                   |           |                                    |
| 11  |        | 2            |         |                   |       |          |         |           |                 |                   |           |                                    |
| 12  |        | 2            |         |                   |       |          |         |           |                 |                   |           |                                    |

BEARING &amp; DISTANCE AT NOON

| COURSE | DISTANCE | Difference Latitude | Departure | Latitude by Account | Latitude Observed | Difference of Longitude | Longitude by Account | Longitude by Chronometer | Longitude Observed | Variation | Distance Run per Patent Log |
|--------|----------|---------------------|-----------|---------------------|-------------------|-------------------------|----------------------|--------------------------|--------------------|-----------|-----------------------------|
| 41     | 38       | 30                  | 24        | 24.43               | 24.43             | 26                      | 32.35                | 32.35                    | 32.35              | N         |                             |

ON THE LOOK-OUT

| From | To |
|------|----|
| 6    | 8  |
| 8    | 10 |
| 10   | 12 |
| 12   | 2  |
| 2    | 4  |
| 4    | 6  |

NAME

Ransom  
Rid  
Johnson  
Sloan  
Koyal  
Herman

LANTERNS HUNG OUT

From *sunset* To *sunrise*

C. Richmond

Mate.

Master.

CHIEF OFFICER'S LOG

| Hrs | Course  | Distance Run |         | WINDS—see Formula |       | Sail Set | Lee Way | Barometer | Temperature Air | Temperature Water | Deviation | REMARKS, &c.                                                                                                                                                                                                                                                                                                                      |
|-----|---------|--------------|---------|-------------------|-------|----------|---------|-----------|-----------------|-------------------|-----------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|     |         | Knots        | Fathoms | Direction         | Force |          |         |           |                 |                   |           |                                                                                                                                                                                                                                                                                                                                   |
| 1   | N 1/4 E | 3            |         | NNE               | 4     |          |         |           |                 |                   |           | Saturday Feb 27 1896<br>This day begins with moderate breeze from NNE steady. Sky clear weather very fine cumulus all around the horizon. no indication of wind drawing easterly. raised brace of Stubbard Mast.<br>People finished painting Mast & Yards today.<br>Carpenter painting engine room.<br>Seilmaker repairing sails. |
| 2   |         | 3            |         |                   |       |          |         |           |                 |                   |           |                                                                                                                                                                                                                                                                                                                                   |
| 3   |         | 3            |         |                   |       |          |         |           |                 |                   |           |                                                                                                                                                                                                                                                                                                                                   |
| 4   |         | 3            |         |                   |       |          |         |           |                 |                   |           |                                                                                                                                                                                                                                                                                                                                   |
| 5   |         | 3            |         |                   |       |          |         |           |                 |                   |           |                                                                                                                                                                                                                                                                                                                                   |
| 6   |         | 3            |         |                   |       |          |         |           |                 |                   |           |                                                                                                                                                                                                                                                                                                                                   |
| 7   |         | 3            |         |                   |       |          |         |           |                 |                   |           |                                                                                                                                                                                                                                                                                                                                   |
| 8   |         | 3            |         |                   |       |          |         |           |                 |                   |           |                                                                                                                                                                                                                                                                                                                                   |
| 9   |         | 3            |         |                   |       |          |         |           |                 |                   |           |                                                                                                                                                                                                                                                                                                                                   |
| 10  |         | 3            |         |                   |       |          |         |           |                 |                   |           |                                                                                                                                                                                                                                                                                                                                   |
| 11  |         | 3            |         |                   |       |          |         |           |                 |                   |           |                                                                                                                                                                                                                                                                                                                                   |
| 12  | N 1/4 E | 3            |         | NNE               | 4     |          |         |           |                 |                   |           |                                                                                                                                                                                                                                                                                                                                   |
| 1   |         | 3            | 2       |                   |       |          |         |           |                 |                   |           | Continued steady breeze from NNE. Sky clear & weather fine cumulus all around the horizon.<br>All lights look out pumps & Ventilators strictly attended to.                                                                                                                                                                       |
| 2   |         | 3            | 2       |                   |       |          |         |           |                 |                   |           |                                                                                                                                                                                                                                                                                                                                   |
| 3   |         | 3            | 2       |                   |       |          |         |           |                 |                   |           |                                                                                                                                                                                                                                                                                                                                   |
| 4   |         | 3            | 2       |                   |       |          |         |           |                 |                   |           |                                                                                                                                                                                                                                                                                                                                   |
| 5   |         | 3            | 2       |                   |       |          |         |           |                 |                   |           |                                                                                                                                                                                                                                                                                                                                   |
| 6   |         | 3            | 2       |                   |       |          |         |           |                 |                   |           |                                                                                                                                                                                                                                                                                                                                   |
| 7   |         | 3            | 2       |                   |       |          |         |           |                 |                   |           |                                                                                                                                                                                                                                                                                                                                   |
| 8   |         | 3            | 2       |                   |       |          |         |           |                 |                   |           |                                                                                                                                                                                                                                                                                                                                   |
| 9   |         | 3            | 2       |                   |       |          |         |           |                 |                   |           |                                                                                                                                                                                                                                                                                                                                   |
| 10  |         | 3            | 2       |                   |       |          |         |           |                 |                   |           |                                                                                                                                                                                                                                                                                                                                   |
| 11  |         | 3            | 2       |                   |       |          |         |           |                 |                   |           |                                                                                                                                                                                                                                                                                                                                   |
| 12  |         | 3            | 2       |                   |       |          |         |           |                 |                   |           |                                                                                                                                                                                                                                                                                                                                   |

BEARING & DISTANCE AT NOON

| COURSE  | DISTANCE | Difference Latitude | Departure | Latitude by Account | Latitude Observed | Difference of Longitude | Longitude by Account | Longitude by Chronometer | Longitude Observed | Variation | Distance Run per Patent Log |
|---------|----------|---------------------|-----------|---------------------|-------------------|-------------------------|----------------------|--------------------------|--------------------|-----------|-----------------------------|
| N 1/4 E | 44       | 45                  | 6.9       | 23.18               | 23.18             | 6.8                     | 33.47                | 33.46                    | 33.46              | 10.0      |                             |

ON THE LOOK-OUT

| From | To |
|------|----|
| 6    | 10 |
| 8    | 12 |
| 10   | 3  |
| 12   | 5  |
| 2    | 6  |

NAME

Parsons  
Kidd  
Stoan  
Kopp  
Johnson  
Herman

LANTERNS HUNG OUT

From sunset To sunrise

C Richmond

Mate.

Master.

CHIEF OFFICER'S LOG.

| Hrs | Course  | Distance Run |         | WINDS—see Formula |       | Sail Set | Lee Way | Barometer | Temperature Air | Temperature Water | Deviation | REMARKS, &c.                                                                                                                                                                                                             |
|-----|---------|--------------|---------|-------------------|-------|----------|---------|-----------|-----------------|-------------------|-----------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|     |         | Knots        | Fathoms | Direction         | Force |          |         |           |                 |                   |           |                                                                                                                                                                                                                          |
| 1   | N 1/4 E | 3            |         | NNE               | 3     |          |         |           |                 |                   |           | Sunday February 28 1896<br>This day begins with moderate breeze from NNE steady. Sky clear & weather very fine. Sea smooth, cumulus from the N.E. no indication at present of a favorable wind.<br><br>Sunday Respected. |
| 2   |         | 3            |         |                   |       |          |         |           |                 |                   |           |                                                                                                                                                                                                                          |
| 3   |         | 3            |         |                   |       |          |         |           |                 |                   |           |                                                                                                                                                                                                                          |
| 4   |         | 3            |         |                   |       |          |         |           |                 |                   |           |                                                                                                                                                                                                                          |
| 5   |         | 3            |         |                   |       |          |         |           |                 |                   |           |                                                                                                                                                                                                                          |
| 6   |         | 3            |         |                   |       |          |         |           |                 |                   |           |                                                                                                                                                                                                                          |
| 7   |         | 3            |         |                   |       |          |         |           |                 |                   |           |                                                                                                                                                                                                                          |
| 8   |         | 3            |         |                   |       |          |         |           |                 |                   |           |                                                                                                                                                                                                                          |
| 9   |         | 3            |         |                   |       |          |         |           |                 |                   |           |                                                                                                                                                                                                                          |
| 10  |         | 3            |         |                   |       |          |         |           |                 |                   |           |                                                                                                                                                                                                                          |
| 11  |         | 3            |         |                   |       |          |         |           |                 |                   |           |                                                                                                                                                                                                                          |
| 12  | N 1/4 E | 3            |         | NNE               | 4     |          |         |           |                 |                   |           |                                                                                                                                                                                                                          |
| 1   |         | 4            |         |                   |       |          |         |           |                 |                   |           | Continued moderate N-Easterly winds & clear sky, cumulus all around the horizon.<br><br>All lights look out pumps & Ventilators strictly attended to.<br><br>Two vessels in sight going same way, too far off to signal. |
| 2   |         | 4            |         |                   |       |          |         |           |                 |                   |           |                                                                                                                                                                                                                          |
| 3   |         | 4            |         |                   |       |          |         |           |                 |                   |           |                                                                                                                                                                                                                          |
| 4   |         | 4            |         |                   |       |          |         |           |                 |                   |           |                                                                                                                                                                                                                          |
| 5   |         | 4            |         |                   |       |          |         |           |                 |                   |           |                                                                                                                                                                                                                          |
| 6   |         | 4            |         |                   |       |          |         |           |                 |                   |           |                                                                                                                                                                                                                          |
| 7   |         | 4            |         |                   |       |          |         |           |                 |                   |           |                                                                                                                                                                                                                          |
| 8   |         | 4            |         |                   |       |          |         |           |                 |                   |           |                                                                                                                                                                                                                          |
| 9   |         | 4            |         |                   |       |          |         |           |                 |                   |           |                                                                                                                                                                                                                          |
| 10  |         | 4            |         |                   |       |          |         |           |                 |                   |           |                                                                                                                                                                                                                          |
| 11  |         | 4            |         |                   |       |          |         |           |                 |                   |           |                                                                                                                                                                                                                          |
| 12  |         | 4            |         |                   |       |          |         |           |                 |                   |           |                                                                                                                                                                                                                          |

BEARING & DISTANCE AT NOON

| COURSE  | DISTANCE | Difference Latitude | Departure | Latitude by Account | Latitude Observed | Difference of Longitude | Longitude by Account | Longitude by Chronometer | Longitude Observed | Variation | Distance Run per Patent Log |
|---------|----------|---------------------|-----------|---------------------|-------------------|-------------------------|----------------------|--------------------------|--------------------|-----------|-----------------------------|
| N 1/4 E | 84       | 89                  | 66        | 23.01               | 23.02             | 7.8                     | 34.58                | 34.54                    | 34.54              | 10.0      |                             |

ON THE LOOK-OUT

| From | To |
|------|----|
| 6    | 10 |
| 8    | 12 |
| 10   | 3  |
| 12   | 5  |
| 2    | 6  |

NAME

Johnson  
Stoan  
Royal  
Herman  
Basham  
Fell.

LANTERNS HUNG OUT

From sunset To sunrise

C Richmond

Mate.

Master.

LOG of the  
FromEnterprise  
Napier

Towards London

## CHIEF OFFICER'S LOG

| Hrs | Course | Distance Run |         | WINDS—see Formula |       | Sail Set | Lee Way | Barometer | Temperature Air | Temperature Water | Deviation | REMARKS, &c.                       |
|-----|--------|--------------|---------|-------------------|-------|----------|---------|-----------|-----------------|-------------------|-----------|------------------------------------|
|     |        | Knots        | Fathoms | Direction         | Force |          |         |           |                 |                   |           |                                    |
|     | Course | Knots        | Fathoms | Direction         | Force | Sail Set | Lee Way | Barometer | Temperature Air | Temperature Water | Deviation | REMARKS, &c.                       |
| 1   | N 2 E  | 2            |         | N 2 E             | 2     |          |         |           |                 |                   |           | Monday July 21 <sup>st</sup> 18 96 |
| 2   |        | 2            |         |                   |       |          |         |           |                 |                   |           | This day begins with light         |
| 3   |        | 2            |         |                   |       |          |         |           |                 |                   |           | N winds clear & very fine          |
| 4   |        | 2            |         |                   |       |          |         |           |                 |                   |           | Nearly calm at times               |
| 5   |        | 2            |         |                   |       |          |         |           |                 |                   |           | summit clouds moving               |
| 6   |        | 2            |         |                   |       |          |         |           |                 |                   |           | slowly from E.N.E.                 |
| 7   |        | 1            |         |                   |       |          |         |           |                 |                   |           | People employed cleaning           |
| 8   |        | 1            |         |                   |       |          |         |           |                 |                   |           | ship                               |
| 9   |        | 1            |         |                   |       |          |         |           |                 |                   |           | Carpenter painting Engine Room     |
| 10  |        | 1            |         |                   |       |          |         |           |                 |                   |           | tailmake repairing best suit       |
| 11  |        | 1            |         |                   |       |          |         |           |                 |                   |           |                                    |
| 12  | N 2 E  | 1            |         | N 2 E             | 1     |          |         |           |                 |                   |           |                                    |
| 1   |        | 1            |         |                   |       |          |         |           |                 |                   |           | Wind very light vessel             |
| 2   |        | 1            |         |                   |       |          |         |           |                 |                   |           | barely moving, weather             |
| 3   |        | 1            |         |                   |       |          |         |           |                 |                   |           | clear as at noon                   |
| 4   |        | 1            |         |                   |       |          |         |           |                 |                   |           |                                    |
| 5   |        | 1            |         |                   |       |          |         |           |                 |                   |           |                                    |
| 6   |        | 1            |         |                   |       |          |         |           |                 |                   |           |                                    |
| 7   |        | 2            |         |                   |       |          |         |           |                 |                   |           | All light lookouts pump            |
| 8   |        | 2            |         |                   |       |          |         |           |                 |                   |           | & Ventilation strictly attended    |
| 9   |        | 2            |         |                   |       |          |         |           |                 |                   |           | to.                                |
| 10  |        | 2            |         |                   |       |          |         |           |                 |                   |           |                                    |
| 11  |        | 2            |         |                   |       |          |         |           |                 |                   |           |                                    |
| 12  |        | 2            |         |                   |       |          |         |           |                 |                   |           |                                    |

## BEARING &amp; DISTANCE AT NOON

| COURSE | DISTANCE | Difference Latitude | Departure | Latitude by Account | Latitude Observed | Difference of Longitude | Longitude by Account | Longitude by Chronometer | Longitude Observed | Variation | Distance Run per Patent Log |
|--------|----------|---------------------|-----------|---------------------|-------------------|-------------------------|----------------------|--------------------------|--------------------|-----------|-----------------------------|
| N 2 E  | 36       | 25                  | 11        | 32 22               | 32 35             | 16                      | 31 10                | 31 12                    | 31 12              | 2         | 10                          |

## ON THE LOOK-OUT

From 6 To 8  
8 10  
10 12  
12 2  
2 4  
4 6

## NAME

Slyane  
Johnson  
Herman  
Royal  
Bastel  
Bastan

## LANTERNS HUNG OUT

From sunset To sunrise

V. Richmond

Mate.

Master.

LOG of the  
FromEnterprise  
Napier

Towards London

## CHIEF OFFICER'S LOG

| Hrs | Course | Distance Run |         | WINDS—see Formula |       | Sail Set | Lee Way | Barometer | Temperature Air | Temperature Water | Deviation | REMARKS, &c.                        |
|-----|--------|--------------|---------|-------------------|-------|----------|---------|-----------|-----------------|-------------------|-----------|-------------------------------------|
|     |        | Knots        | Fathoms | Direction         | Force |          |         |           |                 |                   |           |                                     |
|     | Course | Knots        | Fathoms | Direction         | Force | Sail Set | Lee Way | Barometer | Temperature Air | Temperature Water | Deviation | REMARKS, &c.                        |
| 1   | N 2 E  | 3            |         | N 2 E             | 4     |          |         |           |                 |                   |           | Tuesday July 22 <sup>nd</sup> 18 96 |
| 2   |        | 3            |         |                   |       |          |         |           |                 |                   |           | This day begins with moderate       |
| 3   |        | 3            |         |                   |       |          |         |           |                 |                   |           | breeze from the E. & S. strong      |
| 4   |        | 3            |         |                   |       |          |         |           |                 |                   |           | sky looking more like the Trade     |
| 5   |        | 3            |         |                   |       |          |         |           |                 |                   |           | wind appearance, small from E.      |
| 6   |        | 3            |         |                   |       |          |         |           |                 |                   |           |                                     |
| 7   |        | 3            |         |                   |       |          |         |           |                 |                   |           | People employed cleaning ship       |
| 8   |        | 3            |         |                   |       |          |         |           |                 |                   |           | Carpenter painting Engine Room      |
| 9   |        | 3            |         |                   |       |          |         |           |                 |                   |           | tailmake repairing best suit        |
| 10  |        | 3            |         |                   |       |          |         |           |                 |                   |           |                                     |
| 11  |        | 3            |         |                   |       |          |         |           |                 |                   |           |                                     |
| 12  | N 2 E  | 3            |         | N 2 E             | 4     |          |         |           |                 |                   |           |                                     |
| 1   |        | 4            |         |                   |       |          |         |           |                 |                   |           | fresh breeze very unsteady in       |
| 2   |        | 4            |         |                   |       |          |         |           |                 |                   |           | direction shortens at times         |
| 3   |        | 4            |         |                   |       |          |         |           |                 |                   |           | vessel don't seem to sail           |
| 4   |        | 4            |         |                   |       |          |         |           |                 |                   |           | at all, only going 4 knots, with    |
| 5   |        | 4            |         |                   |       |          |         |           |                 |                   |           | a 4 knot breeze.                    |
| 6   |        | 4            |         |                   |       |          |         |           |                 |                   |           |                                     |
| 7   |        | 4            |         |                   |       |          |         |           |                 |                   |           | All light lookouts pump             |
| 8   |        | 4            |         |                   |       |          |         |           |                 |                   |           | & Ventilation strictly attended to. |
| 9   |        | 4            |         |                   |       |          |         |           |                 |                   |           |                                     |
| 10  |        | 4            |         |                   |       |          |         |           |                 |                   |           |                                     |
| 11  |        | 4            |         |                   |       |          |         |           |                 |                   |           |                                     |
| 12  |        | 4            |         |                   |       |          |         |           |                 |                   |           |                                     |

## BEARING &amp; DISTANCE AT NOON

| SE.   | DISTANCE | Difference Latitude | Departure | Latitude by Account | Latitude Observed | Difference of Longitude | Longitude by Account | Longitude by Chronometer | Longitude Observed | Variation | Distance Run per Patent Log |
|-------|----------|---------------------|-----------|---------------------|-------------------|-------------------------|----------------------|--------------------------|--------------------|-----------|-----------------------------|
| N 2 E | 90       | 90                  | 4         | 31 6                | 31 05             | 11                      | 35 17                | 35 15                    | 35 15              | 2         | 10                          |

## ON THE LOOK-OUT

From 6 To 8  
8 10  
10 12  
12 2  
2 4  
4 6

## NAME

Johnson  
Slyane  
Royal  
Herman  
Bastel  
Bastan

## LANTERNS HUNG OUT

From sunset To sunrise

V. Richmond

Mate.

Master.

## CHIEF OFFICER'S LOG

| Hrs | Distance Run. |         | WINDS—see Formula. |        | Sail Set. | Lee Way | Temperature Air. | Temperature Water. | Deviation | REMARKS, &c.                         |
|-----|---------------|---------|--------------------|--------|-----------|---------|------------------|--------------------|-----------|--------------------------------------|
|     | Knots         | Fathoms | Direction.         | Force. |           |         |                  |                    |           |                                      |
| 1   | 10.0          | 4       | E. by S.           | 5      |           |         |                  |                    |           | Wednesday Feb 26 <sup>th</sup> 1896  |
| 2   |               | 4       |                    |        |           |         |                  |                    |           | This day begins with good            |
| 3   |               | 4       |                    |        |           |         |                  |                    |           | brize from the Eastward clear &      |
| 4   |               | 4       |                    |        |           |         |                  |                    |           | very fine sea moderate, cum          |
| 5   |               | 4       |                    |        |           |         |                  |                    |           | clouds from the Eastward             |
| 6   |               | 4       |                    |        |           |         |                  |                    |           | People employed cleaning ship        |
| 7   |               | 4       |                    |        |           |         |                  |                    |           | Carpenters at his trade              |
| 8   |               | 4       |                    |        |           |         |                  |                    |           | Fullmoke repairing Mast Sail         |
| 9   |               | 4       |                    |        |           |         |                  |                    |           |                                      |
| 10  |               | 4       |                    |        |           |         |                  |                    |           |                                      |
| 11  |               | 4       |                    |        |           |         |                  |                    |           |                                      |
| 12  | 12.5          | 4       | E. by S.           | 4      |           |         |                  |                    |           | infinitesimal breeze from same       |
| 1   |               | 3       |                    |        |           |         |                  |                    |           | direction, but inclined to           |
| 2   |               | 3       |                    |        |           |         |                  |                    |           | fall away sky weather                |
| 3   |               | 3       |                    |        |           |         |                  |                    |           | Sea as above.                        |
| 4   |               | 3       |                    |        |           |         |                  |                    |           |                                      |
| 5   |               | 3       |                    |        |           |         |                  |                    |           |                                      |
| 6   |               | 3       |                    |        |           |         |                  |                    |           |                                      |
| 7   |               | 3       |                    |        |           |         |                  |                    |           | All lights look out pump             |
| 8   |               | 3       |                    |        |           |         |                  |                    |           | & Ventilation & strictly attended to |
| 9   |               | 3       |                    |        |           |         |                  |                    |           |                                      |
| 10  |               | 3       |                    |        |           |         |                  |                    |           |                                      |
| 11  |               | 3       |                    |        |           |         |                  |                    |           |                                      |
| 12  |               | 3       |                    |        |           |         |                  |                    |           |                                      |

BEARING &amp; DISTANCE AT NOON

| COURSE | DISTANCE | Difference Latitude | Departure | Latitude by Account | Latitude Observed | Difference in Longitude | Longitude by Account | Longitude by Chronometer | Longitude Observed | Variation | Distance Run per Patent Log |
|--------|----------|---------------------|-----------|---------------------|-------------------|-------------------------|----------------------|--------------------------|--------------------|-----------|-----------------------------|
| North  | 90.      | 00                  | —         | 19° 35'             | 19° 35'           | —                       | 35° 14'              | 35° 14'                  | 35° 14'            | 13" N     |                             |

ON THE LOOK-OUT

| From | To |
|------|----|
| 6    | 8  |
| 8    | 10 |
| 10   | 12 |
| 12   | 2  |
| 2    | 4  |
| 4    | 6  |

NAME

John  
Johnson  
Hepburn  
Royal  
Lalick  
Rasler

LANTERNS HUNG OUT

From Gunnet To Gunnet

P. Richmond

Mate.

Master.

## CHIEF OFFICER'S LOG.

| Hrs | Distance Run. |         | WINDS—see Formula. |        | Sail Set. | Lee Way | Barometer | Temperature Air. | Temperature Water. | Deviation | REMARKS, &c.                       |
|-----|---------------|---------|--------------------|--------|-----------|---------|-----------|------------------|--------------------|-----------|------------------------------------|
|     | Knots         | Fathoms | Direction.         | Force. |           |         |           |                  |                    |           |                                    |
| 1   | 12.0          | 3       | NE                 | 4      |           |         |           |                  |                    |           | Thursday Feb 27 <sup>th</sup> 1896 |
| 2   |               | 3       |                    |        |           |         |           |                  |                    |           | This day begins with moderate      |
| 3   |               | 3       |                    |        |           |         |           |                  |                    |           | brize from the clear very fine     |
| 4   |               | 3       |                    |        |           |         |           |                  |                    |           | canvases from the Eastward. Sea    |
| 5   |               | 3       |                    |        |           |         |           |                  |                    |           | smooth.                            |
| 9   |               | 3       |                    |        |           |         |           |                  |                    |           | People employed cleaning ship      |
| 7   |               | 3       |                    |        |           |         |           |                  |                    |           | Carpenters at his trade            |
| 8   |               | 3       |                    |        |           |         |           |                  |                    |           | Fullmoke repairing Mast Sail       |
| 9   |               | 3       |                    |        |           |         |           |                  |                    |           |                                    |
| 10  |               | 3       |                    |        |           |         |           |                  |                    |           |                                    |
| 11  |               | 3       |                    |        |           |         |           |                  |                    |           |                                    |
| 12  |               | 3       |                    |        |           |         |           |                  |                    |           |                                    |
| 1   | 12.0          | 3       | NE                 | 4      |           |         |           |                  |                    |           | Continued contrary wind, no        |
| 2   |               | 3       |                    |        |           |         |           |                  |                    |           | appearance of any E. trade         |
| 3   |               | 3       |                    |        |           |         |           |                  |                    |           | whatever. Sea smooth sky           |
| 4   |               | 3       |                    |        |           |         |           |                  |                    |           | clear weather very fine            |
| 5   |               | 3       |                    |        |           |         |           |                  |                    |           |                                    |
| 9   |               | 3       |                    |        |           |         |           |                  |                    |           |                                    |
| 7   |               | 3       |                    |        |           |         |           |                  |                    |           | All lights look out pump           |
| 8   |               | 3       |                    |        |           |         |           |                  |                    |           | Ventilation & strictly attended to |
| 9   |               | 3       |                    |        |           |         |           |                  |                    |           |                                    |
| 10  |               | 3       |                    |        |           |         |           |                  |                    |           |                                    |
| 11  |               | 3       |                    |        |           |         |           |                  |                    |           |                                    |
| 12  |               | 3       |                    |        |           |         |           |                  |                    |           |                                    |

BEARING &amp; DISTANCE AT NOON

| COURSE | DISTANCE | Difference Latitude | Departure | Latitude by Account | Latitude Observed | Difference in Longitude | Longitude by Account | Longitude by Chronometer | Longitude Observed | Variation | Distance Run per Patent Log |
|--------|----------|---------------------|-----------|---------------------|-------------------|-------------------------|----------------------|--------------------------|--------------------|-----------|-----------------------------|
| North  | 98.      | 44                  | 25        | 19° 38'             | 19° 31'           | 26.                     | 35° 14'              | 35° 45'                  | 35° 45'            | —         |                             |

ON THE LOOK-OUT

| From | To |
|------|----|
| 6    | 8  |
| 8    | 10 |
| 10   | 12 |
| 12   | 2  |
| 2    | 4  |
| 4    | 6  |

NAME

John  
Johnson  
Hepburn  
Royal  
Lalick  
Rasler

LANTERNS HUNG OUT

From Gunnet To Gunnet

P. Richmond

Mate.

Master.

CHIEF OFFICER'S LOG

| Hrs | Course | Distance Run | WINDS—see Formula | Remarks, &c.                       |
|-----|--------|--------------|-------------------|------------------------------------|
|     | Knots  | Path         | Direction Force   |                                    |
| 1   | North  | 3            | N.E. 3            | Friday Feb 28 <sup>th</sup> 1896   |
| 2   |        | 3            |                   | This day begins with moderate      |
| 3   |        | 3            |                   | to light N.E. winds clear &        |
| 4   |        | 3            |                   | very fine sea smooth, cumulus      |
| 5   |        | 3            |                   | clouds from the Eastward           |
| 6   |        | 3            |                   | People employed clearing ship      |
| 7   |        | 3            |                   | tradesman at his trade             |
| 8   |        | 3            |                   |                                    |
| 9   |        | 3            |                   |                                    |
| 10  |        | 3            |                   |                                    |
| 11  |        | 3            |                   |                                    |
| 12  | North  | 3            | N.E. 2            | Continued light N.E.               |
| 1   |        | 2            |                   | Winds clear & fine sea             |
| 2   |        | 2            |                   | smooth cumulus clouds still        |
| 3   |        | 2            |                   | continuing coming from the         |
| 4   |        | 2            |                   | Eastward.                          |
| 5   |        | 2            |                   |                                    |
| 6   |        | 2            |                   |                                    |
| 7   |        | 2            |                   |                                    |
| 8   |        | 2            |                   | All light lookout pump             |
| 9   |        | 2            |                   | & Ventilator strictly attended to. |
| 10  |        | 2            |                   |                                    |
| 11  |        | 2            |                   |                                    |
| 12  |        | 2            |                   |                                    |

BEARING & DISTANCE AT NOON

| COURSE  | DISTANCE | Difference Latitude | Departure | Latitude by Account | Latitude Observed | Difference of Longitude | Longitude by Account | Longitude by Chronometer | Longitude Observed | Variation | Distance Run per Patent Log |
|---------|----------|---------------------|-----------|---------------------|-------------------|-------------------------|----------------------|--------------------------|--------------------|-----------|-----------------------------|
| N 18° W | 60       | 17                  | 12        | 49° 3               | 49° 9             | 13                      | 36° 0                | 36° 0                    | 36° 0              | 10° 2     |                             |

ON THE LOOK-OUT

| From | To |
|------|----|
| 6    | 8  |
| 8    | 10 |
| 10   | 12 |
| 12   | 2  |
| 2    | 4  |
| 4    | 6  |

NAME

Johnston  
Herman  
Taylor  
Lassell  
Cassell

LANTERNS HUNG OUT

From sunset To sunrise

Richmond

Mate.

Master.

CHIEF OFFICER'S LOG.

| Hrs | Course | Distance Run | WINDS—see Formula | Remarks, &c.                       |
|-----|--------|--------------|-------------------|------------------------------------|
|     | Knots  | Path         | Direction Force   |                                    |
| 1   | N.E.   | 3            | N.E. 3            | Saturday Feb 29 <sup>th</sup> 1896 |
| 2   |        | 3            |                   | This day begins with light N.E.    |
| 3   |        | 3            |                   | winds clear & fine sea smooth      |
| 4   |        | 3            |                   | cumulus from the East              |
| 5   |        | 3            |                   | People employed & mended toiling   |
| 6   |        | 3            |                   | Brightwork.                        |
| 7   |        | 3            |                   | Tradesman repairing sail           |
| 8   |        | 3            |                   | Carpenter at his trade             |
| 9   |        | 3            |                   |                                    |
| 10  |        | 3            |                   |                                    |
| 11  |        | 3            |                   |                                    |
| 12  | N.E.   | 3            | N.E. 4            | Continued moderate winds           |
| 1   |        | 3            |                   | from N.E. no indication at         |
| 2   |        | 3            |                   | present of a favorable wind        |
| 3   |        | 3            |                   | ship gradually edging down         |
| 4   |        | 3            |                   | on the coast                       |
| 5   |        | 3            |                   |                                    |
| 6   |        | 3            |                   | Deck & all works thoroughly clean  |
| 7   |        | 3            |                   | Carpenter doing all work on        |
| 8   |        | 3            |                   | deck                               |
| 9   |        | 3            |                   | All light lookout pump             |
| 10  |        | 3            |                   | & Ventilator strictly attended to. |
| 11  |        | 3            |                   |                                    |
| 12  |        | 3            |                   |                                    |

BEARING & DISTANCE AT NOON

| COURSE  | DISTANCE | Difference Latitude | Departure | Latitude by Account | Latitude Observed | Difference of Longitude | Longitude by Account | Longitude by Chronometer | Longitude Observed | Variation | Distance Run per Patent Log |
|---------|----------|---------------------|-----------|---------------------|-------------------|-------------------------|----------------------|--------------------------|--------------------|-----------|-----------------------------|
| N 48° W | 48       | 14                  | 5         | 46° 4               | 46° 5             | 6                       | 36° 4                | 36° 6                    | 36° 6              | 40        |                             |

ON THE LOOK-OUT

| From | To |
|------|----|
| 6    | 8  |
| 8    | 10 |
| 10   | 12 |
| 12   | 2  |
| 2    | 4  |
| 4    | 6  |

NAME

Johnston  
Herman  
Taylor  
Lassell  
Cassell

LANTERNS HUNG OUT

From sunset To sunrise

Richmond

Mate.

Master.

CHIEF OFFICER'S LOG

| Hrs | Distance Run |         | WINDS—see Formula |       | Sail Set | Lee Way | REMARKS, &c.                       |  |  |  |  |
|-----|--------------|---------|-------------------|-------|----------|---------|------------------------------------|--|--|--|--|
|     | Knots        | Fathoms | Direction         | Force |          |         |                                    |  |  |  |  |
| 1   | 2.5          | 3       | ENE               | 3     |          |         | Sunday March 1 <sup>st</sup> 1896. |  |  |  |  |
| 2   | 3            |         |                   |       |          |         | This day begins with light         |  |  |  |  |
| 3   | 3            |         |                   |       |          |         | E.N.E. wind clear & fine sea       |  |  |  |  |
| 4   | 3            |         |                   |       |          |         | smooth. Sudden from the N.E.       |  |  |  |  |
| 5   | 3            |         |                   |       |          |         |                                    |  |  |  |  |
| 6   | 3            |         |                   |       |          |         | Monday Respected.                  |  |  |  |  |
| 7   | 3            |         |                   |       |          |         |                                    |  |  |  |  |
| 8   | 3            |         |                   |       |          |         |                                    |  |  |  |  |
| 9   | 3            |         |                   |       |          |         |                                    |  |  |  |  |
| 10  | 3            |         |                   |       |          |         |                                    |  |  |  |  |
| 11  | 3            |         |                   |       |          |         |                                    |  |  |  |  |
| 12  | 3            |         | ENE               | 2     |          |         | Continuation of the E.N.E. wind    |  |  |  |  |
| 1   | 2            | 2       |                   |       |          |         | falling very light, weather        |  |  |  |  |
| 2   | 2            | 2       |                   |       |          |         | sea & sky as above.                |  |  |  |  |
| 3   | 2            | 2       |                   |       |          |         |                                    |  |  |  |  |
| 4   | 2            | 2       |                   |       |          |         |                                    |  |  |  |  |
| 5   | 2            | 2       |                   |       |          |         | All light lookout pumps            |  |  |  |  |
| 6   | 2            | 2       |                   |       |          |         | & ventilation strictly attended    |  |  |  |  |
| 7   | 2            |         |                   |       |          |         |                                    |  |  |  |  |
| 8   | 2            |         |                   |       |          |         |                                    |  |  |  |  |
| 9   | 2            |         |                   |       |          |         |                                    |  |  |  |  |
| 10  | 2            |         |                   |       |          |         |                                    |  |  |  |  |
| 11  | 2            |         |                   |       |          |         |                                    |  |  |  |  |
| 12  | 2            |         |                   |       |          |         |                                    |  |  |  |  |

BEARING & DISTANCE AT NOON

| COURSE  | DISTANCE | Difference Latitude | Departure | Latitude by Account | Latitude Observed | Difference of Longitude | Longitude by Account | Longitude by Chronometer | Longitude Observed | Variation | Distance Run per Patent Log |
|---------|----------|---------------------|-----------|---------------------|-------------------|-------------------------|----------------------|--------------------------|--------------------|-----------|-----------------------------|
| N 86° E | 68       | 65                  | 4         | 15° 05'             | 15° 00'           | 5                       | 36° 2'               | 36° 5'                   | 36° 3'             | 8° 4'     |                             |

ON THE LOOK-OUT

| From | To |
|------|----|
| 6    | 8  |
| 8    | 10 |
| 10   | 12 |
| 12   | 2  |
| 2    | 4  |
| 4    | 6  |

NAME

Royal  
Norman  
Basham  
Laird  
Jones  
Spurlock

LANTERNS HUNG OUT

From *gunst* To *gunst*

C Richmond

Mate.

Master.

CHIEF OFFICER'S LOG.

| Hrs | Distance Run |         | WINDS—see Formula |       | Sail Set | Lee Way | REMARKS, &c.                        |  |  |  |  |
|-----|--------------|---------|-------------------|-------|----------|---------|-------------------------------------|--|--|--|--|
|     | Knots        | Fathoms | Direction         | Force |          |         |                                     |  |  |  |  |
| 1   | 2.5          | 3       | ENE               | 2     |          |         | Monday March 2 <sup>nd</sup> 1896   |  |  |  |  |
| 2   | 2            |         |                   |       |          |         | This day begins with continued      |  |  |  |  |
| 3   | 2            |         |                   |       |          |         | light E.N.E. wind clear & very fine |  |  |  |  |
| 4   | 2            |         |                   |       |          |         | sea smooth.                         |  |  |  |  |
| 5   | 2            |         |                   |       |          |         | People employed painting            |  |  |  |  |
| 6   | 2            |         |                   |       |          |         | bulwarks, boat &c.                  |  |  |  |  |
| 7   | 2            |         |                   |       |          |         | Carpenter & Shulmaker at            |  |  |  |  |
| 8   | 2            |         |                   |       |          |         | their respective trades.            |  |  |  |  |
| 9   | 2            |         |                   |       |          |         |                                     |  |  |  |  |
| 10  | 2            |         |                   |       |          |         |                                     |  |  |  |  |
| 11  | 2            |         |                   |       |          |         |                                     |  |  |  |  |
| 12  | 2            |         | ENE               | 3     |          |         | continued as above, but             |  |  |  |  |
| 1   | 3            |         |                   |       |          |         | beginning to draw more              |  |  |  |  |
| 2   | 3            |         |                   |       |          |         | northerly towards the end of        |  |  |  |  |
| 3   | 3            |         |                   |       |          |         | this day wind seems fixed           |  |  |  |  |
| 4   | 3            |         |                   |       |          |         | in the North East direction         |  |  |  |  |
| 5   | 3            |         |                   |       |          |         | and gradually nearing the           |  |  |  |  |
| 6   | 3            |         |                   |       |          |         | coast.                              |  |  |  |  |
| 7   | 3            |         |                   |       |          |         | All light lookout pumps &           |  |  |  |  |
| 8   | 3            |         |                   |       |          |         | ventilation strictly attended to    |  |  |  |  |
| 9   | 3            |         |                   |       |          |         |                                     |  |  |  |  |
| 10  | 3            |         |                   |       |          |         |                                     |  |  |  |  |
| 11  | 3            |         |                   |       |          |         | Lacked ship & stood to the East     |  |  |  |  |
| 12  | 3            |         |                   |       |          |         | South wind freshening               |  |  |  |  |

BEARING & DISTANCE AT NOON

| COURSE  | DISTANCE | Difference Latitude | Departure | Latitude by Account | Latitude Observed | Difference of Longitude | Longitude by Account | Longitude by Chronometer | Longitude Observed | Variation | Distance Run per Patent Log |
|---------|----------|---------------------|-----------|---------------------|-------------------|-------------------------|----------------------|--------------------------|--------------------|-----------|-----------------------------|
| N 86° E | 68       | 66                  | 16        | 13° 55'             | 13° 55'           | 14                      | 36° 19'              | 36° 20'                  | 36° 20'            | 4° 4'     |                             |

ON THE LOOK-OUT

| From | To |
|------|----|
| 6    | 8  |
| 8    | 10 |
| 10   | 12 |
| 12   | 2  |
| 2    | 4  |
| 4    | 6  |

NAME

Norman  
Royal  
Laird  
Basham  
Spurlock  
Jones

LANTERNS HUNG OUT

From *gunst* To *gunst*

C Richmond

Mate.

Master.

LOG of the

From

Eukopi  
Napier

Towards

London.

## CHIEF OFFICER'S LOG

| Hrs | Distance Run |         | WINDS—see Formula |       | Sail Set | Lee Way | Barometer | Temperature Air | Temperature Water | Thermometer | REMARKS, &c.                          |
|-----|--------------|---------|-------------------|-------|----------|---------|-----------|-----------------|-------------------|-------------|---------------------------------------|
|     | Knots        | Fathoms | Direction         | Force |          |         |           |                 |                   |             |                                       |
|     | Course       |         |                   |       |          |         |           |                 |                   |             |                                       |
| 1   | SE x E       | 4       | NE x E            | 4     |          |         |           |                 |                   |             | Tues day March 13 <sup>th</sup> 1896. |
| 2   |              | 4       |                   |       |          |         |           |                 |                   |             | This day begins with continued        |
| 3   |              | 4       |                   |       |          |         |           |                 |                   |             | very wind good breeze, ship came      |
| 4   |              | 4       |                   |       |          |         |           |                 |                   |             | up on Port tack standing to the       |
| 5   |              | 4       |                   |       |          |         |           |                 |                   |             | Eastward wind steady in               |
| 6   |              | 4       |                   |       |          |         |           |                 |                   |             | direction Sea moderate.               |
| 7   |              | 4       |                   |       |          |         |           |                 |                   |             | People painting ship                  |
| 8   |              | 4       |                   |       |          |         |           |                 |                   |             | Tradesmen at this trade.              |
| 9   |              | 4       |                   |       |          |         |           |                 |                   |             |                                       |
| 10  |              | 4       |                   |       |          |         |           |                 |                   |             |                                       |
| 11  |              | 4       |                   |       |          |         |           |                 |                   |             |                                       |
| 12  | SE x E       | 4       | NE                | 5     |          |         |           |                 |                   |             | continued NE wind fresh               |
| 1   |              | 5       |                   |       |          |         |           |                 |                   |             | breeze, wind steady, very             |
| 2   |              | 5       |                   |       |          |         |           |                 |                   |             | clear cumulus clouds from             |
| 3   |              | 5       |                   |       |          |         |           |                 |                   |             | the NE.                               |
| 4   |              | 5       |                   |       |          |         |           |                 |                   |             | Signalled P. F. Mark of Bremen        |
| 5   |              | 5       |                   |       |          |         |           |                 |                   |             | asked him to report us.               |
| 6   |              | 5       |                   |       |          |         |           |                 |                   |             |                                       |
| 7   |              | 5       |                   |       |          |         |           |                 |                   |             | All lights lookout pumps              |
| 8   |              | 5       |                   |       |          |         |           |                 |                   |             | + Ventilation strictly attended to    |
| 9   |              | 5       |                   |       |          |         |           |                 |                   |             |                                       |
| 10  |              | 5       |                   |       |          |         |           |                 |                   |             |                                       |
| 11  |              | 5       |                   |       |          |         |           |                 |                   |             |                                       |
| 12  |              | 5       |                   |       |          |         |           |                 |                   |             |                                       |

BEARING &amp; DISTANCE AT NOON

| COURSE | DISTANCE | Difference Latitude | Departure | Latitude by Account | Latitude Observed | Difference of Longitude | Longitude by Account | Longitude by Chronometer | Longitude Observed | Variation | Distance Run per Patent Log |
|--------|----------|---------------------|-----------|---------------------|-------------------|-------------------------|----------------------|--------------------------|--------------------|-----------|-----------------------------|
| SE x E | 10.8     | 60.                 | 5.1       | 44.55               | 44.54             | 55                      | 34.50                | 34.52                    | 34.52              | 24.2      |                             |

ON THE LOOK-OUT

NAME

LANTERNS HUNG OUT

| From | To | NAME    | From | To | NAME |
|------|----|---------|------|----|------|
| 6    | 8  | Royal   | From | To | From |
| 8    | 10 | Herman  |      |    |      |
| 10   | 12 | Bachan  |      |    |      |
| 12   | 2  | Sassell |      |    |      |
| 2    | 4  | Pomer   |      |    |      |
| 4    | 6  | Sharbel |      |    |      |

C Richmond

Mate.

Master.

LOG of the

From

Eukopi  
Napier

Towards

London.

## CHIEF OFFICER'S LOG.

| Hrs | Distance Run |         | WINDS—see Formula |       | Sail Set | Lee Way | Barometer | Temperature Air | Temperature Water | Thermometer | REMARKS, &c.                           |
|-----|--------------|---------|-------------------|-------|----------|---------|-----------|-----------------|-------------------|-------------|----------------------------------------|
|     | Knots        | Fathoms | Direction         | Force |          |         |           |                 |                   |             |                                        |
|     | Course       |         |                   |       |          |         |           |                 |                   |             |                                        |
| 1   | SE x E       | 1       | NE x E            | 4     |          |         |           |                 |                   |             | Wednesday March 14 <sup>th</sup> 1896. |
| 2   |              | 4       |                   |       |          |         |           |                 |                   |             | This day begins with fine clear        |
| 3   |              | 3       |                   |       |          |         |           |                 |                   |             | weather, sea smooth, wind falling      |
| 4   | SE x E       | 3       | NE                | 3     |          |         |           |                 |                   |             | away light, wind very unsteady         |
| 5   |              | 3       |                   |       |          |         |           |                 |                   |             | in direction                           |
| 9   | NE x E       | 3       | NE x E            | 3     |          |         |           |                 |                   |             | 6 Sacked ship to the Northward         |
| 7   |              | 3       |                   |       |          |         |           |                 |                   |             | People employed painting ship          |
| 8   |              | 3       |                   |       |          |         |           |                 |                   |             | outside                                |
| 9   |              | 3       |                   |       |          |         |           |                 |                   |             | Tradesmen at this trade                |
| 10  |              | 3       |                   |       |          |         |           |                 |                   |             |                                        |
| 11  |              | 3       |                   |       |          |         |           |                 |                   |             |                                        |
| 12  | NE x E       | 3       | NE x E            | 3     |          |         |           |                 |                   |             | Light NE winds unsteady                |
| 1   |              | 3       |                   |       |          |         |           |                 |                   |             | in direction, no indication of         |
| 2   |              | 3       |                   |       |          |         |           |                 |                   |             | wind drawing possibly of East.         |
| 3   |              | 3       |                   |       |          |         |           |                 |                   |             | Obviously no S.E. trade all NE.        |
| 4   |              | 3       |                   |       |          |         |           |                 |                   |             | winds so far.                          |
| 5   | NE x E       | 3       |                   |       |          |         |           |                 |                   |             |                                        |
| 9   |              | 3       |                   |       |          |         |           |                 |                   |             |                                        |
| 7   |              | 3       |                   |       |          |         |           |                 |                   |             | All lights lookout pumps +             |
| 8   | North        | 2       | SE                | 2     |          |         |           |                 |                   |             | Ventilation strictly attended to.      |
| 9   |              | 2       |                   |       |          |         |           |                 |                   |             |                                        |
| 10  |              | 2       |                   |       |          |         |           |                 |                   |             | Signalled P. F. Burton, asked          |
| 11  |              | 2       |                   |       |          |         |           |                 |                   |             | him to report us all well.             |
| 12  |              | 2       |                   |       |          |         |           |                 |                   |             |                                        |

BEARING &amp; DISTANCE AT NOON

| COURSE | DISTANCE | Difference Latitude | Departure | Latitude by Account | Latitude Observed | Difference of Longitude | Longitude by Account | Longitude by Chronometer | Longitude Observed | Variation | Distance Run per Patent Log |
|--------|----------|---------------------|-----------|---------------------|-------------------|-------------------------|----------------------|--------------------------|--------------------|-----------|-----------------------------|
| SE x E | 14       | 14                  | 6         | 44.01               | 44.00             | 6                       | 34.55                | 34.59                    | 34.59              | 4.2       |                             |

ON THE LOOK-OUT

NAME

LANTERNS HUNG OUT

| From | To | NAME    | From | To | NAME |
|------|----|---------|------|----|------|
| 6    | 8  | Herman  | From | To | From |
| 8    | 10 | Royal   |      |    |      |
| 10   | 12 | Sassell |      |    |      |
| 12   | 2  | Bachan  |      |    |      |
| 2    | 4  | Pomer   |      |    |      |
| 4    | 6  | Sharbel |      |    |      |

C Richmond

Mate.

Master.

LOG of the

From

Enterprise

Napier

Towards

London.

## CHIEF OFFICER'S LOG

| Hrs | Course | Distance Run |         | WINDS—see Formula |       | Sail Set | Lee Way | Barometer | Temperature Air | Temperature Water | Depth | REMARKS, &c.                                                               |
|-----|--------|--------------|---------|-------------------|-------|----------|---------|-----------|-----------------|-------------------|-------|----------------------------------------------------------------------------|
|     |        | Miles        | Fathoms | Direction         | Force |          |         |           |                 |                   |       |                                                                            |
|     |        |              |         |                   |       |          |         |           |                 |                   |       | Thursday March 5 <sup>th</sup> 1896                                        |
| 1   | NW     | 2            |         | NW                | 3     |          |         |           |                 |                   |       | This day begins with light N.E. winds clear fine sea smooth.               |
| 2   |        | 2            |         |                   |       |          |         |           |                 |                   |       |                                                                            |
| 3   |        | 2            |         |                   |       |          |         |           |                 |                   |       | Cumulus clouds from the N.E.                                               |
| 4   |        | 2            |         |                   |       |          |         |           |                 |                   |       |                                                                            |
| 5   |        | 2            |         |                   |       |          |         |           |                 |                   |       | People employed painting outside black & white, finished today.            |
| 6   | NW     | 2            |         | NE                |       |          |         |           |                 |                   |       | Carpenter & sailmaker at their respective trades.                          |
| 7   |        | 2            |         |                   |       |          |         |           |                 |                   |       |                                                                            |
| 8   |        | 2            |         |                   |       |          |         |           |                 |                   |       |                                                                            |
| 9   |        | 2            |         |                   |       |          |         |           |                 |                   |       |                                                                            |
| 10  |        | 2            |         |                   |       |          |         |           |                 |                   |       |                                                                            |
| 11  |        | 2            |         |                   |       |          |         |           |                 |                   |       |                                                                            |
| 12  |        | 2            |         | NW                | 3     |          |         |           |                 |                   |       | continued light to moderate breeze from the N.E. weather sky sea as above. |
| 1   | NW     | 2            |         |                   |       |          |         |           |                 |                   |       |                                                                            |
| 2   |        | 2            |         |                   |       |          |         |           |                 |                   |       |                                                                            |
| 3   |        | 2            |         |                   |       |          |         |           |                 |                   |       |                                                                            |
| 4   |        | 2            |         |                   |       |          |         |           |                 |                   |       | large Barge in sight to leeward going same way.                            |
| 5   | NW     | 3            |         | NE-S              | 4     |          |         |           |                 |                   |       |                                                                            |
| 6   |        | 3            |         |                   |       |          |         |           |                 |                   |       |                                                                            |
| 7   |        | 3            |         |                   |       |          |         |           |                 |                   |       |                                                                            |
| 8   |        | 3            |         |                   |       |          |         |           |                 |                   |       | All light lookout pumps & Ventilator strictly attended to.                 |
| 9   |        | 3            |         |                   |       |          |         |           |                 |                   |       |                                                                            |
| 10  |        | 3            |         |                   |       |          |         |           |                 |                   |       |                                                                            |
| 11  |        | 3            |         |                   |       |          |         |           |                 |                   |       |                                                                            |
| 12  |        | 3            |         |                   |       |          |         |           |                 |                   |       |                                                                            |

BEARING &amp; DISTANCE AT NOON.

| COURSE | DISTANCE | Difference Latitude | Departure | Latitude by Account | Latitude Observed | Difference of Longitude | Longitude by Account | Longitude by Chronometer | Longitude Observed | Variation | Distance Run per Patent Log |
|--------|----------|---------------------|-----------|---------------------|-------------------|-------------------------|----------------------|--------------------------|--------------------|-----------|-----------------------------|
| NW     | 54       | 54                  | 19        | 13.04               | 13.06             | 19                      | 35.13                | 35.15                    | 35.15              | 11"       |                             |

ON THE LOOK-OUT

| From | To |
|------|----|
| 6    | 8  |
| 8    | 10 |
| 10   | 12 |
| 12   | 2  |
| 2    | 4  |
| 4    | 6  |

NAME

Royal  
Herman  
Rogham  
Jesse  
John  
Shalock.

LANTERNS HUNG OUT

From sunset To sunrise

Richmond

Mate.

Master.

LOG of the

From

Enterprise

Napier

Towards

London.

## CHIEF OFFICER'S LOG.

| Hrs | Course | Distance Run |         | WINDS—see Formula |       | Sail Set | Lee Way | Barometer | Temperature Air | Temperature Water | Depth | REMARKS, &c.                                                                                                           |
|-----|--------|--------------|---------|-------------------|-------|----------|---------|-----------|-----------------|-------------------|-------|------------------------------------------------------------------------------------------------------------------------|
|     |        | Miles        | Fathoms | Direction         | Force |          |         |           |                 |                   |       |                                                                                                                        |
|     |        |              |         |                   |       |          |         |           |                 |                   |       | Friday March 6 <sup>th</sup> 1896                                                                                      |
| 1   | NW     | 3            |         | East              | 1     |          |         |           |                 |                   |       | This day begins with moderate easterly wind clear & very fine sea smooth. sky indicative of very fine or calm weather. |
| 2   |        | 3            |         |                   |       |          |         |           |                 |                   |       |                                                                                                                        |
| 3   |        | 3            |         |                   |       |          |         |           |                 |                   |       |                                                                                                                        |
| 4   |        | 3            |         |                   |       |          |         |           |                 |                   |       |                                                                                                                        |
| 5   |        | 3            |         |                   |       |          |         |           |                 |                   |       | People employed painting ship.                                                                                         |
| 9   |        | 3            |         |                   |       |          |         |           |                 |                   |       | Admiral at their respective trades.                                                                                    |
| 7   |        | 3            |         |                   |       |          |         |           |                 |                   |       |                                                                                                                        |
| 8   |        | 3            |         |                   |       |          |         |           |                 |                   |       |                                                                                                                        |
| 9   |        | 3            |         |                   |       |          |         |           |                 |                   |       |                                                                                                                        |
| 10  |        | 3            |         |                   |       |          |         |           |                 |                   |       |                                                                                                                        |
| 11  |        | 3            |         |                   |       |          |         |           |                 |                   |       |                                                                                                                        |
| 12  | NW     | 3            |         | East              | 4     |          |         |           |                 |                   |       | continued as above through out the remainder of this day.                                                              |
| 1   |        | 3            |         |                   |       |          |         |           |                 |                   |       |                                                                                                                        |
| 2   |        | 3            |         |                   |       |          |         |           |                 |                   |       |                                                                                                                        |
| 3   |        | 3            |         |                   |       |          |         |           |                 |                   |       |                                                                                                                        |
| 4   |        | 3            |         |                   |       |          |         |           |                 |                   |       |                                                                                                                        |
| 5   |        | 3            |         |                   |       |          |         |           |                 |                   |       | Barge still in sight, for fire off to signal.                                                                          |
| 9   |        | 3            |         |                   |       |          |         |           |                 |                   |       |                                                                                                                        |
| 7   |        | 3            |         |                   |       |          |         |           |                 |                   |       |                                                                                                                        |
| 8   |        | 3            |         |                   |       |          |         |           |                 |                   |       | All light lookout pumps & Ventilator strictly attended to.                                                             |
| 9   |        | 3            |         |                   |       |          |         |           |                 |                   |       |                                                                                                                        |
| 10  |        | 3            |         |                   |       |          |         |           |                 |                   |       |                                                                                                                        |
| 11  |        | 3            |         |                   |       |          |         |           |                 |                   |       |                                                                                                                        |
| 12  |        | 3            |         |                   |       |          |         |           |                 |                   |       |                                                                                                                        |

BEARING &amp; DISTANCE AT NOON.

| COURSE | DISTANCE | Difference Latitude | Departure | Latitude by Account | Latitude Observed | Difference of Longitude | Longitude by Account | Longitude by Chronometer | Longitude Observed | Variation | Distance Run per Patent Log |
|--------|----------|---------------------|-----------|---------------------|-------------------|-------------------------|----------------------|--------------------------|--------------------|-----------|-----------------------------|
| NW     | 82       | 80                  | 19        | 11.46               | 11.44             | 14                      | 35.00                | 35.00                    | 35.00              | 6"        |                             |

ON THE LOOK-OUT

| From | To |
|------|----|
| 6    | 8  |
| 8    | 10 |
| 10   | 12 |
| 12   | 2  |
| 2    | 4  |
| 4    | 6  |

NAME

Herman  
Royal  
Jesse  
Rogham  
Sherlock  
John

LANTERNS HUNG OUT

From sunset To sunrise

Richmond

Mate.

Master.

CHIEF OFFICER'S LOG.

| Hrs | Course | Distance Run | WINDS—see Formula | Direction | Force | Sail Set | Lee Way | Temperature Air | Temperature Water | Remarks, &c.                                                                    |
|-----|--------|--------------|-------------------|-----------|-------|----------|---------|-----------------|-------------------|---------------------------------------------------------------------------------|
| 1   | North  | 3            | ENE               | 3         |       |          |         |                 |                   | Saturday March 7 <sup>th</sup> 1896                                             |
| 2   |        | 3            |                   |           |       |          |         |                 |                   | This day begins with light to moderate winds from E.N.E.                        |
| 3   |        | 3            |                   |           |       |          |         |                 |                   | clear & very fine clouds from the N.E. no prospect whatever of a favorable wind |
| 4   |        | 3            |                   |           |       |          |         |                 |                   |                                                                                 |
| 5   |        | 3            |                   |           |       |          |         |                 |                   |                                                                                 |
| 6   |        | 3            |                   |           |       |          |         |                 |                   |                                                                                 |
| 7   |        | 3            |                   |           |       |          |         |                 |                   | People employed painting ship                                                   |
| 8   |        | 3            |                   |           |       |          |         |                 |                   | hatchmen at this trade.                                                         |
| 9   |        | 3            |                   |           |       |          |         |                 |                   |                                                                                 |
| 10  |        | 3            |                   |           |       |          |         |                 |                   |                                                                                 |
| 11  |        | 3            |                   |           |       |          |         |                 |                   |                                                                                 |
| 12  | North  | 3            | ENE               | 3         |       |          |         |                 |                   | continued light ENE winds                                                       |
| 1   |        | 2 1/2        |                   |           |       |          |         |                 |                   | clear & very fine sea smooth                                                    |
| 2   |        | 2 1/2        |                   |           |       |          |         |                 |                   | cumulus from the N.E.                                                           |
| 3   |        | 2 1/2        |                   |           |       |          |         |                 |                   |                                                                                 |
| 4   |        | 2 1/2        |                   |           |       |          |         |                 |                   | Swedish Barge standing off on the Port Lark.                                    |
| 5   |        | 2 1/2        |                   |           |       |          |         |                 |                   |                                                                                 |
| 6   |        | 2 1/2        |                   |           |       |          |         |                 |                   |                                                                                 |
| 7   |        | 2 1/2        |                   |           |       |          |         |                 |                   |                                                                                 |
| 8   |        | 2 1/2        |                   |           |       |          |         |                 |                   | All light lookout pumps                                                         |
| 9   |        | 2 1/2        |                   |           |       |          |         |                 |                   | & Ventilation strictly attended to                                              |
| 10  |        | 2 1/2        |                   |           |       |          |         |                 |                   |                                                                                 |
| 11  |        | 2 1/2        |                   |           |       |          |         |                 |                   |                                                                                 |
| 12  |        | 2 1/2        |                   |           |       |          |         |                 |                   |                                                                                 |

BEARING & DISTANCE AT NOON.

| COURSE  | DISTANCE | Difference Latitude | Departure | Latitude by Account | Latitude Observed | Difference of Longitude | Longitude by Account | Longitude by Chronometer | Longitude Observed | Variation | Distance Run per Patent Log |
|---------|----------|---------------------|-----------|---------------------|-------------------|-------------------------|----------------------|--------------------------|--------------------|-----------|-----------------------------|
| N 41° E | 66       | 66                  | 5         | 10° 43'             | 10° 47'           | 4                       | 35° 5'               | 35° 5'                   | 35° 5'             | 4° 4'     |                             |

ON THE LOOK-OUT

| From | To |
|------|----|
| 6    | 8  |
| 8    | 10 |
| 10   | 12 |
| 12   | 2  |
| 2    | 4  |
| 4    | 6  |

NAME

Royal  
Herman  
Bachman  
Spencer  
Jones  
Sherlock.

LANTERNS HUNG OUT

From Sunset To Sunrise

C Richmond.

Mate.

Master.

CHIEF OFFICER'S LOG.

| Hrs | Course | Distance Run | WINDS—see Formula | Direction | Force | Sail Set | Lee Way | Temperature Air | Temperature Water | Remarks, &c.                                                    |
|-----|--------|--------------|-------------------|-----------|-------|----------|---------|-----------------|-------------------|-----------------------------------------------------------------|
| 1   | North  | 3            | NE                | 11        |       |          |         |                 |                   | Sunday March 8 <sup>th</sup> 1896                               |
| 2   |        | 3            |                   |           |       |          |         |                 |                   | This day begins with moderate breeze from N. clear of fine bank |
| 3   |        | 3            |                   |           |       |          |         |                 |                   | of clouds hanging round the horizon with flashes of sheet       |
| 4   |        | 3            |                   |           |       |          |         |                 |                   | lightning sea smooth.                                           |
| 5   |        | 3            |                   |           |       |          |         |                 |                   |                                                                 |
| 6   |        | 3            |                   |           |       |          |         |                 |                   |                                                                 |
| 7   |        | 3            |                   |           |       |          |         |                 |                   | Sunday Repeated                                                 |
| 8   |        | 3            |                   |           |       |          |         |                 |                   |                                                                 |
| 9   |        | 3            |                   |           |       |          |         |                 |                   |                                                                 |
| 10  |        | 3            |                   |           |       |          |         |                 |                   | Sighted the boom of a land                                      |
| 11  |        | 3            |                   |           |       |          |         |                 |                   | light bearing S.W.N. Sighted                                    |
| 12  |        | 3            | NE                | 4         |       |          |         |                 |                   | ship to the Eastward, & stood off.                              |
| 1   | S.E.   | 3            |                   |           |       |          |         |                 |                   |                                                                 |
| 2   |        | 3            |                   |           |       |          |         |                 |                   |                                                                 |
| 3   |        | 3            |                   |           |       |          |         |                 |                   |                                                                 |
| 4   |        | 3            |                   |           |       |          |         |                 |                   | Continued N.E. wind clear & fine                                |
| 5   |        | 3            |                   |           |       |          |         |                 |                   | throughout the remainder of this day.                           |
| 6   |        | 3            |                   |           |       |          |         |                 |                   |                                                                 |
| 7   |        | 3            |                   |           |       |          |         |                 |                   |                                                                 |
| 8   |        | 3            |                   |           |       |          |         |                 |                   |                                                                 |
| 9   |        | 3            |                   |           |       |          |         |                 |                   | All light lookout pumps                                         |
| 10  |        | 3            |                   |           |       |          |         |                 |                   | & Ventilation strictly attended to                              |
| 11  |        | 3            |                   |           |       |          |         |                 |                   |                                                                 |
| 12  |        | 3            |                   |           |       |          |         |                 |                   |                                                                 |

BEARING & DISTANCE AT NOON.

| COURSE  | DISTANCE | Difference Latitude | Departure | Latitude by Account | Latitude Observed | Difference of Longitude | Longitude by Account | Longitude by Chronometer | Longitude Observed | Variation | Distance Run per Patent Log |
|---------|----------|---------------------|-----------|---------------------|-------------------|-------------------------|----------------------|--------------------------|--------------------|-----------|-----------------------------|
| N 41° E | 94       | 94                  | 21        | 23                  | 10° 51'           | 10° 57'                 | 24                   | 31° 13'                  | 34° 41'            | 34° 41'   | 34° 41'                     |

ON THE LOOK-OUT

| From | To |
|------|----|
| 6    | 8  |
| 8    | 10 |
| 10   | 12 |
| 12   | 2  |
| 2    | 4  |
| 4    | 6  |

NAME

Saxel  
Bushman  
Sherlock  
Jones  
Loren  
Harris

LANTERNS HUNG OUT

From Sunset To Sunrise

C Richmond

Mate.

Master.

CHIEF OFFICER'S LOG.

| Hrs | Distance Run | WINDS—see Formula | REMARKS, &c.                        |
|-----|--------------|-------------------|-------------------------------------|
|     | Knots        | Force             |                                     |
| 1   | North 3      | ENE 3             | Monday March 9 <sup>th</sup> 1896.  |
| 2   | 3            |                   | This day begins with a partial      |
| 3   | 3            |                   | renewal of baffling winds from East |
| 4   | 3            | NE 3              | to NW winds very fine with          |
| 5   | 3            |                   | unsteady in force, sea smooth.      |
| 6   | 3            |                   | People employed cleaning &          |
| 7   | 3            |                   | painting out forecabin.             |
| 8   | 3            | NE                | Tradesmen at their trade.           |
| 9   | 3            |                   |                                     |
| 10  | 3            |                   |                                     |
| 11  | 3            |                   |                                     |
| 12  | 3            | NE 4              | Mid-Landed ship to the Eastward     |
| 1   | SE 4         | NE 3              | continued sky as weather as         |
| 2   | 4            |                   | above.                              |
| 3   | 4            |                   |                                     |
| 4   | 4            |                   |                                     |
| 5   | 4            |                   | Several sailing ships on sight      |
| 6   | 4            |                   | too far off to signal.              |
| 7   | 4            |                   |                                     |
| 8   | 4            |                   | All lights lookout pumps            |
| 9   | 4            |                   | & Ventilator strictly attended to.  |
| 10  | 4            |                   |                                     |
| 11  | 4            |                   |                                     |
| 12  | 4            |                   |                                     |

BEARING & DISTANCE AT NOON.

| COURSE  | DISTANCE | Difference Latitude | Departure | Latitude by Account | Latitude Observed | Difference of Longitude | Longitude by Account | Longitude by Chronometer | Longitude Observed | Variation | Distance Run per Patent Log |
|---------|----------|---------------------|-----------|---------------------|-------------------|-------------------------|----------------------|--------------------------|--------------------|-----------|-----------------------------|
| 164 1/2 | 38.      | 15                  | 35        | 10 27               | 10 27             | 35                      | 34.10                | 34.12                    | 34.12              | Varies    |                             |

ON THE LOOK-OUT

| From | To |
|------|----|
| 6    | 8  |
| 8    | 10 |
| 10   | 12 |
| 12   | 2  |
| 2    | 4  |
| 4    | 6  |

NAME

Basham  
Spencer  
Jones  
Whitlock  
Hales  
Larsen.

LANTERNS HUNG OUT

From sunset To sunrise

C Richmond Mate.

Master.

CHIEF OFFICER'S LOG.

| TS. | Course   | Distance Run | WINDS—see Formula | REMARKS, &c.                         |
|-----|----------|--------------|-------------------|--------------------------------------|
|     |          | Knots        | Force             |                                      |
| 1   | SE       | 2            | NE 2              | Tuesday March 10 <sup>th</sup> 1896. |
| 2   | SE 1/2 E | 2            |                   | This day begins with light baffling  |
| 3   |          |              |                   | air unsteady, sea smooth             |
| 4   | SE 1/2 E | 2            | ENE 2             | sky clear, weather very fine         |
| 5   | North 3  |              |                   | 4. Landed to the Eastward & North.   |
| 9   |          | 3            |                   | People employed painting out         |
| 7   |          | 3            |                   | forecabin & bulk, also appearance    |
| 8   | NE 3     |              | E-N               | bulk                                 |
| 9   |          | 4            |                   | Carpenter caulking Pook              |
| 10  |          | 4            |                   | Sailmaker repairing sails            |
| 11  |          | 4            |                   |                                      |
| 12  |          | 4            |                   |                                      |
| 1   | NE 1/2 E | 4            | ENE               | Mid-moderate breeze from the         |
| 2   |          | 4            |                   | Eastward, otherwise fine             |
| 3   |          | 4            |                   | clear, sea smooth.                   |
| 4   |          | 4            |                   | Sighted the coast bearing            |
| 5   |          | 4            |                   | from N.N.W. to S.W.                  |
| 9   |          | 4            |                   |                                      |
| 7   |          | 4            |                   | Cape St Antonio bearing S.W.W.       |
| 8   |          | 4            |                   | 15 miles.                            |
| 9   |          | 4            |                   |                                      |
| 10  |          | 4            |                   | All light lookouts pump &            |
| 11  |          | 4            |                   | Ventilator strictly attended to.     |
| 12  |          | 4            |                   |                                      |

BEARING & DISTANCE AT NOON.

| COURSE | DISTANCE | Difference Latitude | Departure | Latitude by Account | Latitude Observed | Difference of Longitude | Longitude by Account | Longitude by Chronometer | Longitude Observed | Variation | Distance Run per Patent Log |
|--------|----------|---------------------|-----------|---------------------|-------------------|-------------------------|----------------------|--------------------------|--------------------|-----------|-----------------------------|
| N.     | 69.      | 64                  | -         | 8 55                | 8 55              | -                       | 34 12                | 34 12                    | 34 36              | 4"        |                             |

ON THE LOOK-OUT

| From | To |
|------|----|
| 6    | 8  |
| 8    | 10 |
| 10   | 12 |
| 12   | 2  |
| 2    | 4  |
| 4    | 6  |

NAME

Cassell  
Basham  
Spencer  
Jones  
Larsen  
Hales.

LANTERNS HUNG OUT

From sunset To sunrise

C Richmond Mate.

Master.

## CHIEF OFFICER'S LOG

| Hrs | Course | Distance Run. |         | WINDS—see Formula. |        |           |         |              |                  | REMARKS, &c. |                    |                                        |
|-----|--------|---------------|---------|--------------------|--------|-----------|---------|--------------|------------------|--------------|--------------------|----------------------------------------|
|     |        | Knots         | Fathoms | Direction.         | Force. | Sail Set. | Lee Way | Barometer    | Temperature Air. |              | Temperature Water. | Deviation                              |
|     |        |               |         |                    |        |           |         |              |                  |              |                    | Wednesday March 11 <sup>th</sup> 1896. |
| 1   | N x E  | 3             |         | ESE                |        |           |         | Sept 10 1896 |                  |              |                    | This day begins with buffing           |
| 2   | "      | 3             |         | "                  |        |           |         | "            |                  |              |                    | air unsettled or force reduced         |
| 3   | "      | 3             |         | "                  |        |           |         | "            |                  |              |                    | sky clear, weather very fine           |
| 4   | North  | 3             |         | ESE                |        |           |         | "            |                  |              |                    | Landed all along Port Beam.            |
| 5   | "      | 2             |         | "                  |        |           |         | "            |                  |              |                    | Left Ft Augusta bearing N 4 W          |
| 6   | "      | 2             |         | "                  |        |           |         | "            |                  |              |                    | 7 miles.                               |
| 7   | "      | 2             |         | "                  |        |           |         | "            |                  |              |                    |                                        |
| 8   | N x E  | 2             |         | NNE                |        |           |         | "            |                  |              |                    |                                        |
| 9   | "      | 3             |         | "                  |        |           |         | "            |                  |              |                    |                                        |
| 10  | "      | 3             |         | "                  |        |           |         | "            |                  |              |                    |                                        |
| 11  | "      | 3             |         | "                  |        |           |         | "            |                  |              |                    | Unable to clear the Point wind         |
| 12  | SSE    | 3             |         | ESE                |        |           |         | Sept 10 1896 |                  |              |                    | heading W. Lacked to the S.E.          |
| 1   | "      | 2             |         | "                  |        |           |         | "            |                  |              |                    | blowed off on Port tack.               |
| 2   | "      | 2             |         | "                  |        |           |         | "            |                  |              |                    | wind very light + buffing              |
| 3   | "      | 2             |         | "                  |        |           |         | "            |                  |              |                    |                                        |
| 4   | "      | 2             |         | "                  |        |           |         | "            |                  |              |                    |                                        |
| 5   | SSE    | 3             |         | Breeze             |        |           |         | "            |                  |              |                    | Lacked ship to the Northward           |
| 6   | "      | 3             |         | "                  |        |           |         | "            |                  |              |                    | to the Capt J.A. bearing S.W.          |
| 7   | N x E  | 3             |         | "                  |        |           |         | "            |                  |              |                    | Strong mist or surface current         |
| 8   | "      | 3             |         | "                  |        |           |         | "            |                  |              |                    | on the land,                           |
| 9   | "      | 3             |         | "                  |        |           |         | "            |                  |              |                    | All lay abt. lookout pumps             |
| 10  | N x E  | 3             |         | "                  |        |           |         | "            |                  |              |                    | Ventilation strictly attended to       |
| 11  | "      | 3             |         | "                  |        |           |         | "            |                  |              |                    |                                        |
| 12  | "      | 3             |         | "                  |        |           |         | "            |                  |              |                    |                                        |

## BEARING &amp; DISTANCE AT NOON

| COURSE | DISTANCE | Difference Latitude | Departure | Latitude by Account | Latitude Observed | Difference of Longitude | Longitude by Account | Longitude by Chronometer | Longitude Observed | Variation | Distance Run per Patent Log |
|--------|----------|---------------------|-----------|---------------------|-------------------|-------------------------|----------------------|--------------------------|--------------------|-----------|-----------------------------|
| N 18 W | 33       | 31                  | 10        | 8 24                | 8 28              | 10                      | 34 16                | 34 46                    | 34 46              | 14° W     | —                           |

## ON THE LOOK-OUT

| From | To |         | From   | To      |
|------|----|---------|--------|---------|
| 6    | 8  | Barham  | Sunset | Sunrise |
| 8    | 10 | Lynch   |        |         |
| 10   | 12 | Jones   |        |         |
| 12   | 2  | Harlock |        |         |
| 2    | 4  | Hales   |        |         |
| 4    | 6  | Latham  |        |         |

C Richmond

*Matc.*

*Master.*

## CHIEF OFFICER'S LOG.

| TS. | Course. | Distance Run. |         | WINDS—see Formula |        |           |         | Barometer | Temperature Air. | Temperature Water. | Deviation. | REMARKS &c.                          |
|-----|---------|---------------|---------|-------------------|--------|-----------|---------|-----------|------------------|--------------------|------------|--------------------------------------|
|     |         | Knots         | Fathoms | Direction.        | Force. | Sail Set. | Log Way |           |                  |                    |            |                                      |
|     |         |               |         |                   |        |           |         |           |                  |                    |            | Thursday March 17 <sup>th</sup> 1896 |
| 1   | N.E.    | 2             |         | E.N.              | 2      |           |         | 44.50     | 11.4             |                    |            | This day begins with light calm      |
| 2   |         | 2             |         |                   |        |           |         |           |                  |                    |            | weather cloudy & overcast.           |
| 3   |         | 2             |         |                   |        |           |         | " "       | " "              |                    |            | Cape St Auguste Abreast bearing      |
| 4   |         | 2             |         |                   |        |           |         |           |                  |                    |            | N.W. 4 miles.                        |
| 5   |         | 2             |         |                   |        |           |         |           |                  |                    |            | Pernambuco & Olinda bearing          |
| 9   |         | 1             |         |                   | 1      |           |         |           |                  |                    |            | about N.E. 15 miles.                 |
| 7   |         | 1             |         |                   |        |           |         |           |                  |                    |            |                                      |
| 8   |         | 1             |         |                   |        |           |         |           |                  |                    |            | People variously employed            |
| 9   |         | 1             |         |                   |        |           |         |           |                  |                    |            | Tradersmen at their trade            |
| 10  |         | 1             |         |                   |        |           |         |           |                  |                    |            |                                      |
| 11  |         | 1             |         |                   |        |           |         |           |                  |                    |            |                                      |
| 12  |         | 1             |         | E.N.              |        |           |         | 44.50     | 11.4             |                    |            |                                      |
| 1   | N.E.    | 1             |         |                   | 1      |           |         |           |                  |                    |            | continued very light air             |
| 2   |         | 1             |         |                   |        |           |         |           |                  |                    |            | from the east, cloudy & overcast     |
| 3   |         | 1             |         |                   |        |           |         |           |                  |                    |            | sea smooth                           |
| 4   |         | 1             |         |                   |        |           |         |           |                  |                    |            |                                      |
| 5   |         | 1             |         |                   |        |           |         |           |                  |                    |            |                                      |
| 9   |         | 1             |         |                   |        |           |         |           |                  |                    |            |                                      |
| 7   | N.E.    | 1             |         | E.N.              |        |           |         |           |                  |                    |            | Current setting with quite close     |
| 8   |         | 1             |         |                   |        |           |         |           |                  |                    |            | lights of Pernambuco town on         |
| 9   |         | 1             |         |                   |        |           |         |           |                  |                    |            | the bow bearing N.E. 3 miles         |
| 10  | S.E.    | 1             |         |                   |        |           |         | 44.50     | 11.4             |                    |            | unable to clear Olinda larked        |
| 11  |         | 1 1/2         |         |                   |        |           |         |           |                  |                    |            | ship to the S.E. & stood off.        |
| 12  |         | 1 1/2         |         |                   |        |           |         |           |                  |                    |            | All lights look out pumps & etc.     |

## BEARING &amp; DISTANCE AT NOON.

| USE. | DISTANCE | Difference Latitude | Departure | Latitude by Account | Latitude Observed | Difference of Longitude | Longitude by Account | Longitude by Chronometer | Longitude Observed. | Variation | Distance Run per Patent Log |
|------|----------|---------------------|-----------|---------------------|-------------------|-------------------------|----------------------|--------------------------|---------------------|-----------|-----------------------------|
| 4/16 | 26'      | 26                  | --        | 8.01                | --                | --                      | 34.46                | No Log                   |                     | 15.75     |                             |

## ON THE LOOK-OUT

C Richmond

Mate.

Master

LOG of the

From

Eutrope  
Napier

Towards

London

## CHIEF OFFICER'S LOG

| Hrs | Course  | Distance Run. |         | WINDS—see Formula. |       | Sail Set | Lee Way | Barometer | Temperature Air | Temperature Water | Deviation | REMARKS, &c.                       |
|-----|---------|---------------|---------|--------------------|-------|----------|---------|-----------|-----------------|-------------------|-----------|------------------------------------|
|     |         | Knots         | Fathoms | Direction          | Force |          |         |           |                 |                   |           |                                    |
| 1   | SE by E | 1             | 0       | N                  | 1     |          |         | 29.11     | 10.25           |                   |           | Friday March 13 <sup>th</sup> 1896 |
| 2   |         | 1             | 0       |                    |       |          |         |           |                 |                   |           | The day begins with buffeting      |
| 3   | SE      | 1             | 0       | Westerly           |       |          |         |           |                 |                   |           | and calm. Day cloudy & overcast.   |
| 4   |         | 1             | 0       |                    |       |          |         |           |                 |                   |           | Light air spring up from westerly  |
| 5   |         | 1             | 0       |                    |       |          |         |           |                 |                   |           | direction, ship standing off the   |
| 6   |         | 1             | 0       |                    |       |          |         |           |                 |                   |           | Coast.                             |
| 7   |         | 1             | 0       |                    |       |          |         |           |                 |                   |           | People employed, painting ship.    |
| 8   |         | 1             | 0       |                    |       |          |         |           |                 |                   |           | Carpenter finished caulking        |
| 9   |         | 1             | 0       |                    |       |          |         |           |                 |                   |           | Boat deck.                         |
| 10  |         | 1             | 0       |                    |       |          |         |           |                 |                   |           | Shoemaker at his trade.            |
| 11  |         | 1             | 0       |                    |       |          |         |           |                 |                   |           |                                    |
| 12  |         | 1             | 0       | Westerly           | 1     |          |         | 29.11     | 10.25           |                   |           |                                    |
| 1   | SE by E | 1             | 0       |                    |       |          |         |           |                 |                   |           | Continued light westerly           |
| 2   |         | 1             | 0       |                    |       |          |         |           |                 |                   |           | air, lightning in the West.        |
| 3   |         | 1             | 0       |                    |       |          |         |           |                 |                   |           | Coming away heavy rain             |
| 4   |         | 1             | 0       |                    |       |          |         |           |                 |                   |           | in a squall lasted only a short    |
| 5   |         | 1             | 0       | NE                 |       |          |         |           |                 |                   |           | time & fell away nearly calm       |
| 6   |         | 1             | 0       |                    |       |          |         |           |                 |                   |           | cleared up towards daylight        |
| 7   |         | 1             | 0       |                    |       |          |         |           |                 |                   |           | no sign of land visible            |
| 8   | East    | 1             | 0       |                    |       |          |         |           |                 |                   |           | wind gradually drawing             |
| 9   |         | 1             | 0       |                    |       |          |         |           |                 |                   |           | southward, very light              |
| 10  |         | 1             | 0       | North              |       |          |         |           |                 |                   |           | All lights lookouts pumps &        |
| 11  |         | 1             | 0       |                    |       |          |         |           |                 |                   |           | ventilation strictly attended to.  |
| 12  |         | 1             | 0       |                    |       |          |         |           |                 |                   |           |                                    |

## BEARING &amp; DISTANCE AT NOON

| COURSE  | DISTANCE | Difference Latitude | Departure | Latitude by Account | Latitude Observed | Difference of Longitude | Longitude by Account | Longitude by Chronometer | Longitude Observed | Variation | Distance Run per Patent Log |
|---------|----------|---------------------|-----------|---------------------|-------------------|-------------------------|----------------------|--------------------------|--------------------|-----------|-----------------------------|
| N 10° E | 28       | 5                   | 28        | 7° 56'              | 7° 57'            | 28                      | 34.18                | No Obs                   | 15 11              |           |                             |

## ON THE LOOK-OUT

From 6 To 8  
8 10  
10 15  
15 20  
20 25  
25 30  
30 35  
35 40  
40 45  
45 50  
50 55  
55 60

## NAME

Barkham  
Lassell  
Jones  
Shellock  
Hales  
Larson

## LANTERNS HUNG OUT

From Sunset To Sunrise

C. Richmond

Mate.

Master.

LOG of the

From

Eutrope  
Napier

Towards

London

## CHIEF OFFICER'S LOG.

| Hrs | Course  | Distance Run. |         | WINDS—see Formula. |       | Sail Set | Lee Way | Barometer | Temperature Air | Temperature Water | Deviation | REMARKS, &c.                           |
|-----|---------|---------------|---------|--------------------|-------|----------|---------|-----------|-----------------|-------------------|-----------|----------------------------------------|
|     |         | Knots         | Fathoms | Direction          | Force |          |         |           |                 |                   |           |                                        |
| 1   | SE by E | 2             | 0       | NW                 | 1.5   |          |         | 29.11     | 10.25           |                   |           | Saturday March 14 <sup>th</sup> 1896   |
| 2   |         | 2             | 0       |                    |       |          |         |           |                 |                   |           | This day begins with very light        |
| 3   |         | 2             | 0       |                    |       |          |         |           |                 |                   |           | NE & NNE winds from off shore, calm    |
| 4   |         | 2             | 0       |                    |       |          |         |           |                 |                   |           | with very little motion from NE.       |
| 5   |         | 2             | 0       |                    |       |          |         |           |                 |                   |           | swell from the East                    |
| 6   |         | 2             | 0       |                    |       |          |         |           |                 |                   |           | People variously employed, washed      |
| 7   |         | 2             | 0       |                    |       |          |         |           |                 |                   |           | deck & all back etc                    |
| 8   |         | 2             | 0       |                    |       |          |         |           |                 |                   |           | Carpenter oiling down aloft & all      |
| 9   |         | 2             | 0       |                    |       |          |         |           |                 |                   |           | windward windlass & steering gear      |
| 10  |         | 2             | 0       |                    |       |          |         |           |                 |                   |           |                                        |
| 11  |         | 2             | 0       |                    |       |          |         |           |                 |                   |           |                                        |
| 12  | SE      | 2             | 0       | NW                 | 1.5   |          |         | 29.11     | 10.25           |                   |           |                                        |
| 1   |         | 2             | 0       |                    |       |          |         |           |                 |                   |           | Continued light winds during           |
| 2   |         | 2             | 0       |                    |       |          |         |           |                 |                   |           | the remainder of this day, no          |
| 3   |         | 2             | 0       |                    |       |          |         |           |                 |                   |           | indication at present of a favorable   |
| 4   |         | 2             | 0       |                    |       |          |         |           |                 |                   |           | change taking place.                   |
| 5   |         | 2             | 0       |                    |       |          |         |           |                 |                   |           |                                        |
| 6   |         | 2             | 0       |                    |       |          |         |           |                 |                   |           |                                        |
| 7   |         | 2             | 0       |                    |       |          |         |           |                 |                   |           |                                        |
| 8   |         | 2             | 0       |                    |       |          |         |           |                 |                   |           | All light lookouts pumps & ventilation |
| 9   |         | 2             | 0       |                    |       |          |         |           |                 |                   |           | strictly attended to.                  |
| 10  |         | 2             | 0       |                    |       |          |         |           |                 |                   |           |                                        |
| 11  |         | 2             | 0       |                    |       |          |         |           |                 |                   |           |                                        |
| 12  |         | 2             | 0       |                    |       |          |         |           |                 |                   |           |                                        |

## BEARING &amp; DISTANCE AT NOON

| COURSE | DISTANCE | Difference Latitude | Departure | Latitude by Account | Latitude Observed | Difference of Longitude | Longitude by Account | Longitude by Chronometer | Longitude Observed | Variation | Distance Run per Patent Log |
|--------|----------|---------------------|-----------|---------------------|-------------------|-------------------------|----------------------|--------------------------|--------------------|-----------|-----------------------------|
| SE     | 12       | —                   | 12        | 7° 56'              | 7° 56'            | 59                      | 33° 28'              | 33° 28'                  | 33° 25'            | 15 21     |                             |

## ON THE LOOK-OUT

From 6 To 8  
8 10  
10 15  
15 20  
20 25  
25 30  
30 35  
35 40  
40 45  
45 50  
50 55  
55 60

## NAME

Lassell  
Barkham  
Shellock  
Jones  
Larson  
Hales

## LANTERNS HUNG OUT

From Sunset To Sunrise

C. Richmond

Mate.

Master.

CHIEF OFFICER'S LOG

| Hrs | Distance Run. |         | WINDS—see Formula. |       | Sail Set. | Lee Way | Barometer | Temperature Air | Temperature Water | Direction | Force | REMARKS, &c.                       |
|-----|---------------|---------|--------------------|-------|-----------|---------|-----------|-----------------|-------------------|-----------|-------|------------------------------------|
|     | Knots         | Fathoms | Direction          | Force |           |         |           |                 |                   |           |       |                                    |
| 1   | 0.5           | 1       | NE                 | 1     |           |         | 57.80     | 22              |                   |           |       | Sunday March 15 <sup>th</sup> 1896 |
| 2   | 1             | 1       |                    |       |           |         |           |                 |                   |           |       | This day begins with light         |
| 3   | 1             | 1       |                    |       |           |         |           |                 |                   |           |       | NE air + calm. sky clear           |
| 4   | 1             | 1       |                    |       |           |         |           |                 |                   |           |       | weather very fine. swell           |
| 5   | 1             | 1       |                    |       |           |         |           |                 |                   |           |       | from SE.                           |
| 6   | 1             | 1       |                    |       |           |         |           |                 |                   |           |       |                                    |
| 7   | 1             | 1       |                    |       |           |         |           |                 |                   |           |       | Sunday Respected.                  |
| 8   | 1             | 1       |                    |       |           |         |           |                 |                   |           |       |                                    |
| 9   | 1             | 1       |                    |       |           |         |           |                 |                   |           |       |                                    |
| 10  | 1             | 1       |                    |       |           |         |           |                 |                   |           |       |                                    |
| 11  | 1             | 1       |                    |       |           |         |           |                 |                   |           |       |                                    |
| 12  | 0             | 0       | Calm               | 0     |           |         | 57.81     | 20.8            |                   |           |       | dead calm.                         |
| 1   | 1             | 1       | NE                 | 0.5   |           |         |           |                 |                   |           |       | Brass light spinning up from       |
| 2   | 1             | 1       |                    |       |           |         |           |                 |                   |           |       | NE air more shd to the North       |
| 3   | 1             | 1       |                    |       |           |         |           |                 |                   |           |       | Wind barely steering, SE.          |
| 4   | 1             | 1       |                    |       |           |         |           |                 |                   |           |       | small shd continuing               |
| 5   | 1             | 1       |                    |       |           |         |           |                 |                   |           |       | appearance of the sky seem         |
| 6   | 1             | 1       |                    |       |           |         |           |                 |                   |           |       | more southerly                     |
| 7   | 2             | 2       |                    |       |           |         |           |                 |                   |           |       |                                    |
| 8   | 2             | 2       |                    |       |           |         |           |                 |                   |           |       |                                    |
| 9   | 2             | 2       |                    |       |           |         |           |                 |                   |           |       | All light lookouts pump +          |
| 10  | 2             | 2       |                    |       |           |         |           |                 |                   |           |       | Ventilator strictly attended to.   |
| 11  | 2             | 2       |                    |       |           |         |           |                 |                   |           |       |                                    |
| 12  | 3             | 3       | ENE                |       |           |         |           |                 |                   |           |       |                                    |

BEARING & DISTANCE AT NOON

| COURSE | DISTANCE | Difference Latitude | Departure | Latitude by Account | Latitude Observed | Difference of Longitude | Longitude by Account | Longitude by Chronometer | Longitude Observed | Variation | Distance Run per Patent Log |
|--------|----------|---------------------|-----------|---------------------|-------------------|-------------------------|----------------------|--------------------------|--------------------|-----------|-----------------------------|
| 248    | 23.      | 20.                 | 11.       | 45.4                | 45.5              | 11                      | 33.15                | 33.16                    | 33.16              | 14"       | —                           |

ON THE LOOK-OUT

| From | To |
|------|----|
| 6    | 8  |
| 8    | 10 |
| 10   | 12 |
| 12   | 2  |
| 2    | 4  |
| 4    | 6  |

NAME

Shellock  
Jones  
Larson  
Hale  
Long  
Magnuson.

LANTERNS HUNG OUT

From Sunset To Sunrise

Mate.

Master.

CHIEF OFFICER'S LOG.

| Hrs | Distance Run. |         | WINDS—see Formula. |       | Sail Set. | Lee Way | Barometer | Temperature Air | Temperature Water | Direction | Force | REMARKS, &c.                            |
|-----|---------------|---------|--------------------|-------|-----------|---------|-----------|-----------------|-------------------|-----------|-------|-----------------------------------------|
|     | Knots         | Fathoms | Direction          | Force |           |         |           |                 |                   |           |       |                                         |
| 1   | 0.5           | 1       | NE                 | 1     |           |         | 57.80     | 22              |                   |           |       | Monday March 16 <sup>th</sup> 1896      |
| 2   | 1             | 1       |                    |       |           |         |           |                 |                   |           |       | This day begins with moderate southerly |
| 3   | 1             | 1       |                    |       |           |         |           |                 |                   |           |       | wind, clear & very fine. sea smooth     |
| 4   | 1             | 1       |                    |       |           |         |           |                 |                   |           |       | cumulus clouds from the Eastward.       |
| 5   | 1             | 1       |                    |       |           |         |           |                 |                   |           |       | People employed painting ship           |
| 9   | 1             | 1       |                    |       |           |         |           |                 |                   |           |       | Gradually at their trade.               |
| 7   | 1             | 1       |                    |       |           |         |           |                 |                   |           |       |                                         |
| 8   | 1             | 1       |                    |       |           |         |           |                 |                   |           |       |                                         |
| 9   | 1             | 1       |                    |       |           |         |           |                 |                   |           |       |                                         |
| 10  | 1             | 1       |                    |       |           |         |           |                 |                   |           |       |                                         |
| 11  | 1             | 1       |                    |       |           |         |           |                 |                   |           |       |                                         |
| 12  | 0             | 0       |                    |       |           |         | 57.81     | 20.8            |                   |           |       | Brass drawing slightly southerly        |
| 1   | 1             | 1       |                    |       |           |         |           |                 |                   |           |       | & increasing weather today as           |
| 2   | 1             | 1       |                    |       |           |         |           |                 |                   |           |       | above mentioned                         |
| 3   | 1             | 1       |                    |       |           |         |           |                 |                   |           |       |                                         |
| 4   | 1             | 1       |                    |       |           |         |           |                 |                   |           |       |                                         |
| 5   | 1             | 1       |                    |       |           |         |           |                 |                   |           |       |                                         |
| 9   | 1             | 1       |                    |       |           |         |           |                 |                   |           |       |                                         |
| 7   | 1             | 1       |                    |       |           |         |           |                 |                   |           |       | All light lookouts pump +               |
| 8   | 1             | 1       |                    |       |           |         |           |                 |                   |           |       | Ventilator strictly attended to.        |
| 9   | 1             | 1       |                    |       |           |         |           |                 |                   |           |       |                                         |
| 10  | 1             | 1       |                    |       |           |         |           |                 |                   |           |       |                                         |
| 11  | 1             | 1       |                    |       |           |         |           |                 |                   |           |       |                                         |
| 12  | 1             | 1       |                    |       |           |         |           |                 |                   |           |       |                                         |

BEARING & DISTANCE AT NOON

| COURSE | DISTANCE | Difference Latitude | Departure | Latitude by Account | Latitude Observed | Difference of Longitude | Longitude by Account | Longitude by Chronometer | Longitude Observed | Variation | Distance Run per Patent Log |
|--------|----------|---------------------|-----------|---------------------|-------------------|-------------------------|----------------------|--------------------------|--------------------|-----------|-----------------------------|
| 13     | 41.      | 38.                 | 24.       | 6.06                | 6.04              | 24.                     | 32.11                | 32.10                    | 32.10              | 10"       | —                           |

ON THE LOOK-OUT

| From | To |
|------|----|
| 6    | 8  |
| 8    | 10 |
| 10   | 12 |
| 12   | 2  |
| 2    | 4  |
| 4    | 6  |

NAME

Jones  
Shellock  
Hale  
Larson  
Magnuson  
Long.

LANTERNS HUNG OUT

From Sunset To Sunrise

Mate.

Master.

CHIEF OFFICER'S LOG.

CHIEF OFFICER'S LOG.

| Hrs | Course | Distance Run | WINDS—see Formula | Direction | Force | Sail Set | Lee Way | Barometer | Temperature Air | Temperature Water | Remarks, &c.                                              |
|-----|--------|--------------|-------------------|-----------|-------|----------|---------|-----------|-----------------|-------------------|-----------------------------------------------------------|
| 1   | NE x N | 4            | E x S             | 4-5       | 34.0  | 11       | 17      |           |                 |                   | Tuesday March 17 <sup>th</sup> 1896                       |
| 2   |        | 4            |                   |           |       |          |         |           |                 |                   | This day begins with good breeze from S & S. E. & cloudy. |
| 3   |        | 4            |                   |           |       |          |         |           |                 |                   | sky clear weather fine                                    |
| 4   |        | 4            |                   |           |       |          |         |           |                 |                   | Sea smooth.                                               |
| 5   |        | 4            |                   |           |       |          |         |           |                 |                   |                                                           |
| 6   |        | 4            |                   |           |       |          |         |           |                 |                   | People employed painting ship                             |
| 7   |        | 4            |                   |           |       |          |         |           |                 |                   | Carpenter at his trade.                                   |
| 8   |        | 4            |                   |           |       |          |         |           |                 |                   | Sailmaker repairing sails                                 |
| 9   |        | 4            |                   |           |       |          |         |           |                 |                   |                                                           |
| 10  |        | 4            |                   |           |       |          |         |           |                 |                   |                                                           |
| 11  |        | 4            |                   |           |       |          |         |           |                 |                   |                                                           |
| 12  | NE x N | 4            | E x S             | 4         | 34.1  | 11       | 17      |           |                 |                   | continued S & S. wind freshening                          |
| 1   |        | 3            |                   |           |       |          |         |           |                 |                   | slightly, weather sky, & sea                              |
| 2   |        | 3            |                   |           |       |          |         |           |                 |                   | as above.                                                 |
| 3   |        | 3            |                   |           |       |          |         |           |                 |                   |                                                           |
| 4   |        | 3            |                   |           |       |          |         |           |                 |                   |                                                           |
| 5   |        | 3            |                   |           |       |          |         |           |                 |                   |                                                           |
| 6   |        | 3            |                   |           |       |          |         |           |                 |                   | All lights lookout pumps                                  |
| 7   |        | 3            |                   |           |       |          |         |           |                 |                   | & Ventilation & brushy attended to                        |
| 8   |        | 3            |                   |           |       |          |         |           |                 |                   |                                                           |
| 9   |        | 3            |                   |           |       |          |         |           |                 |                   |                                                           |
| 10  |        | 3            |                   |           |       |          |         |           |                 |                   |                                                           |
| 11  |        | 3            |                   |           |       |          |         |           |                 |                   |                                                           |
| 12  |        | 3            |                   |           |       |          |         |           |                 |                   |                                                           |

BEARING & DISTANCE AT NOON

BEARING & DISTANCE AT NOON.

| COURSE | DISTANCE | Difference Latitude | Departure | Latitude by Account | Latitude Observed | Difference of Longitude | Longitude by Account | Longitude by Chronometer | Longitude Observed | Variation | Distance Run per Patent Log |
|--------|----------|---------------------|-----------|---------------------|-------------------|-------------------------|----------------------|--------------------------|--------------------|-----------|-----------------------------|
| N 18 E | 84       | 83                  | 26        | 4.45                | 4.47              | 26                      | 32.25                | 32.34                    | 32.34              | 17"       |                             |

| COURSE | DISTANCE | Difference Latitude | Departure | Latitude by Account | Latitude Observed | Difference of Longitude | Longitude by Account | Longitude by Chronometer | Longitude Observed | Variation | Distance Run per Patent Log |
|--------|----------|---------------------|-----------|---------------------|-------------------|-------------------------|----------------------|--------------------------|--------------------|-----------|-----------------------------|
| N 18 E | 53       | 53                  | 5         | 3.50                | 3.50              | 3"                      | 32.28                | 32.28                    | 32.28              | 15"       |                             |

ON THE LOOK-OUT

NAME

LANTERNS HUNG OUT

|             |          |                        |
|-------------|----------|------------------------|
| From 6 To 8 | Shellock | From Sunset To Sunrise |
| 8 To 10     | Jones    |                        |
| 10 To 12    | Larsen   |                        |
| 12 To 2     | Hjorten  |                        |
| 2 To 4      | Mayman   |                        |
| 4 To 6      | Mayman   |                        |

C. Richmond

Mate.

Master.

ON THE LOOK-OUT

NAME

LANTERNS HUNG OUT

|             |          |                        |
|-------------|----------|------------------------|
| From 6 To 8 | Jones    | From Sunset To Sunrise |
| 8 To 10     | Shellock |                        |
| 10 To 12    | Hjorten  |                        |
| 12 To 2     | Larsen   |                        |
| 2 To 4      | Mayman   |                        |
| 4 To 6      | Mayman   |                        |

C. Richmond

Mate.

Master.

CHIEF OFFICER'S LOG

| Hrs | Distance Run |       | WINDS—see Formula |       | Sail Set | Lee Way | Barometer | Temperature Air | Temperature Water | Dew Point | REMARKS, &c.                                             |
|-----|--------------|-------|-------------------|-------|----------|---------|-----------|-----------------|-------------------|-----------|----------------------------------------------------------|
|     | Course       | Knots | Direction         | Force |          |         |           |                 |                   |           |                                                          |
|     |              |       |                   |       |          |         |           |                 |                   |           | Thursday March 19 <sup>th</sup> 1896                     |
| 1   | NNE          | 2     | East              | 2     |          |         | 49.72     | 81.15           |                   |           | This day begins with continuous light air from the East. |
| 2   |              | 2     |                   |       |          |         |           |                 |                   |           |                                                          |
| 3   |              | 2     |                   |       |          |         |           |                 |                   |           | clear & sultry intensely hot. Sea                        |
| 4   |              | 2     |                   |       |          |         |           |                 |                   |           | like a pond, no indication                               |
| 5   |              | 2     |                   |       |          |         |           |                 |                   |           | of there being any wind about.                           |
| 6   |              | 2     |                   |       |          |         |           |                 |                   |           |                                                          |
| 7   |              | 2     |                   |       |          |         |           |                 |                   |           | People employed cleaning &                               |
| 8   |              | 2     |                   |       |          |         |           |                 |                   |           | parading all oil drums & Paint                           |
| 9   |              | 2     |                   |       |          |         |           |                 |                   |           | tins.                                                    |
| 10  |              | 2     |                   |       |          |         |           |                 |                   |           | Carpenter & Sailmaker at their                           |
| 11  |              | 2     |                   |       |          |         |           |                 |                   |           | respective trades                                        |
| 12  | NNE          | 2     | E-N               | 1-2   |          |         | 49.72     | 81.15           |                   |           |                                                          |
| 1   |              | 1     |                   |       |          |         |           |                 |                   |           | Continued light air & calm                               |
| 2   |              | 1     |                   |       |          |         |           |                 |                   |           | heat intense, deck kept wet                              |
| 3   |              | 1     |                   |       |          |         |           |                 |                   |           | during day.                                              |
| 4   |              | 1     |                   |       |          |         |           |                 |                   |           |                                                          |
| 5   |              | 1     |                   |       |          |         |           |                 |                   |           |                                                          |
| 6   |              | 1     |                   |       |          |         |           |                 |                   |           |                                                          |
| 7   |              | 1     |                   |       |          |         |           |                 |                   |           | All lights lookouts pumps &                              |
| 8   |              | 1     |                   |       |          |         |           |                 |                   |           | ventilation strictly attended to                         |
| 9   |              | 1     |                   |       |          |         |           |                 |                   |           |                                                          |
| 10  |              | 1     |                   |       |          |         |           |                 |                   |           |                                                          |
| 11  |              | 1     |                   |       |          |         |           |                 |                   |           |                                                          |
| 12  |              | 1     |                   |       |          |         |           |                 |                   |           |                                                          |

BEARING & DISTANCE AT NOON

Weak Current setting ship 4 miles to the West

| COURSE | DISTANCE | Difference Latitude | Departure | Latitude by Account | Latitude Observed | Difference of Longitude | Longitude by Account | Longitude by Chronometer | Longitude Observed | Variation | Distance Run per Patent Log |
|--------|----------|---------------------|-----------|---------------------|-------------------|-------------------------|----------------------|--------------------------|--------------------|-----------|-----------------------------|
| North  | 40       | 40                  | —         | 3.10                | 2.10              | —                       | 32.38                | 32.34                    | 38.34              | 15.2      | —                           |

ON THE LOOK-OUT

| From | To |
|------|----|
| 8    | 10 |
| 10   | 12 |
| 12   | 2  |
| 2    | 4  |
| 4    | 6  |

NAME

Sherlock  
Jones  
Larsen  
Hale  
Long  
Maynard

LANTERNS HUNG OUT

From Sunset To Sunrise

C. Richmond

Mate.

Master.

CHIEF OFFICER'S LOG.

| Hrs | Distance Run |       | WINDS—see Formula |       | Sail Set | Lee Way | Barometer | Temperature Air | Temperature Water | Dew Point | REMARKS, &c.                        |
|-----|--------------|-------|-------------------|-------|----------|---------|-----------|-----------------|-------------------|-----------|-------------------------------------|
|     | Course       | Knots | Direction         | Force |          |         |           |                 |                   |           |                                     |
|     |              |       |                   |       |          |         |           |                 |                   |           | Friday March 20 <sup>th</sup> 1896  |
| 1   | NNE          | 2     | East              | 2     |          |         | 49.72     | 81.15           |                   |           | This day begins with light easterly |
| 2   |              | 2     |                   |       |          |         |           |                 |                   |           | air, sky clear overhead, rain cloud |
| 3   |              | 2     |                   |       |          |         |           |                 |                   |           | ranging around horizon, W. swell    |
| 4   |              | 2     |                   |       |          |         |           |                 |                   |           | rolling up ahead.                   |
| 5   |              | 2     |                   |       |          |         |           |                 |                   |           |                                     |
| 6   |              | 2     |                   |       |          |         |           |                 |                   |           | People cleaning decks               |
| 7   |              | 2     |                   |       |          |         |           |                 |                   |           | Tradesmen at their trade            |
| 8   |              | 2     |                   |       |          |         |           |                 |                   |           |                                     |
| 9   |              | 2     |                   |       |          |         |           |                 |                   |           |                                     |
| 10  |              | 2     |                   |       |          |         |           |                 |                   |           |                                     |
| 11  |              | 2     |                   |       |          |         |           |                 |                   |           |                                     |
| 12  | NNE          | 2     | East              | 3     |          |         | 49.72     | 81.15           |                   |           | Continued light easterly winds      |
| 1   |              | 2     |                   |       |          |         |           |                 |                   |           | clear & fine, W. swell, rain        |
| 2   |              | 2     |                   |       |          |         |           |                 |                   |           | around the horizon.                 |
| 3   |              | 2     |                   |       |          |         |           |                 |                   |           |                                     |
| 4   |              | 2     |                   |       |          |         |           |                 |                   |           |                                     |
| 5   |              | 2     |                   |       |          |         |           |                 |                   |           |                                     |
| 6   |              | 2     |                   |       |          |         |           |                 |                   |           |                                     |
| 7   |              | 2     |                   |       |          |         |           |                 |                   |           | All lights lookouts pumps &         |
| 8   |              | 2     |                   |       |          |         |           |                 |                   |           | ventilation strictly attended to.   |
| 9   |              | 2     |                   |       |          |         |           |                 |                   |           |                                     |
| 10  |              | 2     |                   |       |          |         |           |                 |                   |           |                                     |
| 11  |              | 2     |                   |       |          |         |           |                 |                   |           |                                     |
| 12  |              | 2     |                   |       |          |         |           |                 |                   |           |                                     |

BEARING & DISTANCE AT NOON

| COURSE | DISTANCE | Difference Latitude | Departure | Latitude by Account | Latitude Observed | Difference of Longitude | Longitude by Account | Longitude by Chronometer | Longitude Observed | Variation | Distance Run per Patent Log |
|--------|----------|---------------------|-----------|---------------------|-------------------|-------------------------|----------------------|--------------------------|--------------------|-----------|-----------------------------|
| NNE    | 54       | 54                  | 05        | 2.13                | 2.13              | 05                      | 32.34                | 32.43                    | 32.43              | 15.2      | —                           |

ON THE LOOK-OUT

| From | To |
|------|----|
| 6    | 8  |
| 8    | 10 |
| 10   | 12 |
| 12   | 2  |
| 2    | 4  |
| 4    | 6  |

NAME

Jones  
Sherlock  
Hale  
Larsen  
Maynard  
Long

LANTERNS HUNG OUT

From Sunset To Sunrise

C. Richmond

Mate.

Master.

## CHIEF OFFICER'S LOG

| Hrs | Course     | Distance Run.<br>Knots | Fathoms | WINDS—see Formula.<br>Direction | Force | Sail Set | Lee Way | Barometer | Temperature Air | Temperature Water | Direction | REMARKS, &c.                       |
|-----|------------|------------------------|---------|---------------------------------|-------|----------|---------|-----------|-----------------|-------------------|-----------|------------------------------------|
|     | Course     |                        |         |                                 |       |          |         |           |                 |                   |           | REMARKS, &c.                       |
| 1   | N. by E. 2 | 2                      | 2       | E. N. E.                        | 3     |          |         | 34.5      | 15              |                   |           | Saturday March 31 1896.            |
| 2   |            | 2                      | 2       |                                 |       |          |         |           |                 |                   |           | This day begins with light         |
| 3   |            | 2                      | 2       |                                 |       |          |         |           |                 |                   |           | easy wind. Sea & fine, at          |
| 4   |            | 2                      | 2       |                                 |       |          |         |           |                 |                   |           | Amell, frequent showers of         |
| 5   |            | 2                      | 2       |                                 |       |          |         |           |                 |                   |           | rain.                              |
| 6   |            | 2                      | 2       |                                 |       |          |         |           |                 |                   |           | People employed cleaning deck      |
| 7   |            | 2                      | 2       |                                 |       |          |         |           |                 |                   |           | Carpenter's order done, all        |
| 8   |            | 2                      | 2       |                                 |       |          |         |           |                 |                   |           | now on deck.                       |
| 9   |            | 2                      | 2       |                                 |       |          |         |           |                 |                   |           | Sailmaker at his trade.            |
| 10  | N. by E. 2 | 2                      | 2       | E. N. E.                        | 3     |          |         |           |                 |                   |           | Wind becoming light &              |
| 11  |            | 2                      | 2       |                                 |       |          |         |           |                 |                   |           | variable heavy showers             |
| 12  |            | 2                      | 2       |                                 |       |          |         |           |                 |                   |           | at times, drizzling wind           |
| 1   | N. by E. 2 | 2                      | 2       | E. N. E.                        | 3     |          |         |           |                 |                   |           | more ahead,                        |
| 2   |            | 2                      | 2       |                                 |       |          |         |           |                 |                   |           | Signalled an Italian Rigged        |
| 3   |            | 2                      | 2       |                                 |       |          |         |           |                 |                   |           | 34 days out from Buenos Ayres      |
| 4   |            | 2                      | 2       |                                 |       |          |         |           |                 |                   |           | for Genoa.                         |
| 5   |            | 2                      | 2       |                                 |       |          |         |           |                 |                   |           |                                    |
| 6   |            | 2                      | 2       |                                 |       |          |         |           |                 |                   |           |                                    |
| 7   |            | 2                      | 2       |                                 |       |          |         |           |                 |                   |           |                                    |
| 8   |            | 2                      | 2       |                                 |       |          |         |           |                 |                   |           |                                    |
| 9   |            | 2                      | 2       |                                 |       |          |         |           |                 |                   |           | All lights lookout pumps           |
| 10  | N. by E. 2 | 2                      | 2       | E. N. E.                        | 3     |          |         |           |                 |                   |           | & Ventilation strictly attended to |
| 11  |            | 2                      | 2       |                                 |       |          |         |           |                 |                   |           |                                    |
| 12  |            | 2                      | 2       |                                 |       |          |         |           |                 |                   |           |                                    |

BEARING &amp; DISTANCE AT NOON

Current set W. S. W. 10 miles

| COURSE   | DISTANCE | Difference Latitude | Departure | Latitude by Account | Latitude Observed | Difference of Longitude | Longitude by Account | Longitude by Chronometer | Longitude Observed | Variation | Distance Run per Patent Log |
|----------|----------|---------------------|-----------|---------------------|-------------------|-------------------------|----------------------|--------------------------|--------------------|-----------|-----------------------------|
| N. by E. | 60       | 18.                 | 8         | 1-15.               | 1-19              | 8                       | 32-53.               | 33-00                    | 33-00              | 15"       |                             |

ON THE LOOK-OUT

From 6 To 8  
8 " 10  
10 " 12  
12 " 2  
2 " 4  
4 " 6

NAME

Shellock  
Jones  
Harrison  
Hale  
Long  
Maynard

LANTERNS HUNG OUT

From Sunset To Sunrise

J. Richmond

Mate.

Master.

## CHIEF OFFICER'S LOG.

| Hrs | Course     | Distance Run.<br>Knots | Fathoms | WINDS—see Formula.<br>Direction | Force | Sail Set | Lee Way | Barometer | Temperature Air | Temperature Water | Direction | REMARKS, &c.                    |
|-----|------------|------------------------|---------|---------------------------------|-------|----------|---------|-----------|-----------------|-------------------|-----------|---------------------------------|
|     | Course     |                        |         |                                 |       |          |         |           |                 |                   |           | REMARKS, &c.                    |
| 1   | N. by E. 2 | 2                      | 2       | N. E.                           | 2     |          |         | 34.5      | 15              |                   |           | Sunday March 31 1896.           |
| 2   |            | 2                      | 2       |                                 |       |          |         |           |                 |                   |           | This day begins with very light |
| 3   |            | 2                      | 2       |                                 |       |          |         |           |                 |                   |           | at wind gradually falling       |
| 4   | N. by E. 1 | 1                      | 1       | N. E.                           | 2     |          |         |           |                 |                   |           | away nearly calm & little air   |
| 5   |            |                        |         |                                 |       |          |         |           |                 |                   |           | from the Northward vessel only  |
| 6   |            |                        |         |                                 |       |          |         |           |                 |                   |           | Just stirring                   |
| 7   | N. by E. 1 | 1                      | 1       | N. E.                           | 2     |          |         |           |                 |                   |           |                                 |
| 8   |            |                        |         |                                 |       |          |         |           |                 |                   |           |                                 |
| 9   |            |                        |         |                                 |       |          |         |           |                 |                   |           |                                 |
| 10  |            |                        |         |                                 |       |          |         |           |                 |                   |           |                                 |
| 11  |            |                        |         |                                 |       |          |         |           |                 |                   |           |                                 |
| 12  |            |                        |         |                                 |       |          |         |           |                 |                   |           |                                 |
| 1   |            |                        |         |                                 |       |          |         |           |                 |                   |           |                                 |
| 2   |            |                        |         |                                 |       |          |         |           |                 |                   |           |                                 |
| 3   |            |                        |         |                                 |       |          |         |           |                 |                   |           |                                 |
| 4   |            |                        |         |                                 |       |          |         |           |                 |                   |           |                                 |
| 5   |            |                        |         |                                 |       |          |         |           |                 |                   |           |                                 |
| 6   |            |                        |         |                                 |       |          |         |           |                 |                   |           |                                 |
| 7   |            |                        |         |                                 |       |          |         |           |                 |                   |           |                                 |
| 8   |            |                        |         |                                 |       |          |         |           |                 |                   |           |                                 |
| 9   |            |                        |         |                                 |       |          |         |           |                 |                   |           |                                 |
| 10  |            |                        |         |                                 |       |          |         |           |                 |                   |           |                                 |
| 11  |            |                        |         |                                 |       |          |         |           |                 |                   |           |                                 |
| 12  |            |                        |         |                                 |       |          |         |           |                 |                   |           |                                 |

BEARING &amp; DISTANCE AT NOON

| COURSE   | DISTANCE | Difference Latitude | Departure | Latitude by Account | Latitude Observed | Difference of Longitude | Longitude by Account | Longitude by Chronometer | Longitude Observed | Variation | Distance Run per Patent Log |
|----------|----------|---------------------|-----------|---------------------|-------------------|-------------------------|----------------------|--------------------------|--------------------|-----------|-----------------------------|
| N. by E. | 24       | 11                  | 25        | 1-8.                | 1-9               | 25                      | 33-25.               | 33-26                    | 33-26              | 15"       |                             |

ON THE LOOK-OUT

From 6 To 8  
8 " 10  
10 " 12  
12 " 2  
2 " 4  
4 " 6

NAME

Larn  
Hale  
M. Long  
Maynard  
Hale  
Hale

LANTERNS HUNG OUT

From Sunset To Sunrise

J. Richmond

Mate.

Master.

CHIEF OFFICER'S LOG.

| Hrs. | Mean Course | Distance Run | WINDS—see Formula | Direction | Force | Sail Set | Lee Way | Barometer   | Temperature Air | Temperature Water | Remarks, &c.                       |
|------|-------------|--------------|-------------------|-----------|-------|----------|---------|-------------|-----------------|-------------------|------------------------------------|
|      |             | Knots        | Fathoms           |           |       |          |         |             |                 |                   |                                    |
| 1    | NW          | 2            |                   | NNE       | 273   |          |         | 30.25/30.77 |                 |                   | Monday March 23 <sup>rd</sup> 1896 |
| 2    |             | 2            |                   |           |       |          |         |             |                 |                   | This day day begins with           |
| 3    |             | 2            |                   |           |       |          |         |             |                 |                   | baffling winds unsteady in         |
| 4    |             | 2            |                   |           |       |          |         |             |                 |                   | force & direction, squalls         |
| 5    |             | 2            |                   |           |       |          |         |             |                 |                   | from different directions          |
| 6    |             | 2            |                   |           |       |          |         |             |                 |                   | with heavy showers of rain         |
| 7    |             | 2            |                   |           |       |          |         |             |                 |                   | good breeze during squalls         |
| 8    |             | 2            |                   |           |       |          |         |             |                 |                   | but falling away nearly            |
| 9    |             | 2            |                   |           |       |          |         |             |                 |                   | calm directly the squall over      |
| 10   |             | 2            |                   |           |       |          |         |             |                 |                   | high NE & NNE small                |
| 11   |             | 2            |                   |           |       |          |         |             |                 |                   | the progress of the ship driving   |
| 12   |             | 2            |                   |           |       |          |         |             |                 |                   | her to the Westward when the       |
|      |             |              |                   | NNE       |       |          |         | 30.25/30.77 |                 |                   | wind falls light.                  |
| 1    | NW          | 2            |                   |           |       |          |         |             |                 |                   | Baffling air, squalls              |
| 2    |             | 2            |                   |           |       |          |         |             |                 |                   | light winds & calms                |
| 3    |             | 2            |                   |           |       |          |         |             |                 |                   | alternately during the             |
| 4    |             | 2            |                   |           |       |          |         |             |                 |                   | remainder of the day, high         |
| 5    |             | 2            |                   |           |       |          |         |             |                 |                   | NNE small rolling up, driving      |
| 6    |             | 2            |                   |           |       |          |         |             |                 |                   | ship westerly, sky dark & cloudy   |
| 7    |             | 2            |                   |           |       |          |         |             |                 |                   | in appearance                      |
| 8    |             | 2            |                   |           |       |          |         |             |                 |                   |                                    |
| 9    |             | 2            |                   |           |       |          |         |             |                 |                   |                                    |
| 10   |             | 2            |                   |           |       |          |         |             |                 |                   | All light lookouts present         |
| 11   |             | 2            |                   |           |       |          |         |             |                 |                   | Disturbance should attend to       |
| 12   |             | 2            |                   |           |       |          |         |             |                 |                   |                                    |

BEARING & DISTANCE AT NOON

| COURSE  | DISTANCE | Difference Latitude | Departure | Latitude by Account | Latitude Observed | Difference of Longitude | Longitude by Account | Longitude by Chronometer | Longitude Observed | Variation | Distance Run per Patent Log |
|---------|----------|---------------------|-----------|---------------------|-------------------|-------------------------|----------------------|--------------------------|--------------------|-----------|-----------------------------|
| N 63° W | 49.      | 44'                 | 32        | 0.24                |                   | 22.                     | 33.47                |                          | London             | 10°       |                             |

ON THE LOOK-OUT

| From | To | NAME    | LANTERNS HUNG OUT      |
|------|----|---------|------------------------|
| 6    | 8  | Hales   | From Sunset To Sunset. |
| 8    | 10 | Larsen  |                        |
| 10   | 12 | Magnus  |                        |
| 12   | 2  | Lony    |                        |
| 2    | 4  | Pollock |                        |
| 4    | 6  | Her.    |                        |

C Richmond

Mate.

Master.

CHIEF OFFICER'S LOG.

| Hrs. | Mean Course | Distance Run | WINDS—see Formula | Direction | Force | Sail Set | Lee Way | Barometer   | Temperature Air | Temperature Water | Remarks, &c.                        |
|------|-------------|--------------|-------------------|-----------|-------|----------|---------|-------------|-----------------|-------------------|-------------------------------------|
|      |             | Knots        | Fathoms           |           |       |          |         |             |                 |                   |                                     |
| 1    |             |              |                   |           |       |          |         | 30.12/31.   |                 |                   | Tuesday March 24 <sup>th</sup> 1896 |
| 2    |             |              |                   |           |       |          |         |             |                 |                   | Dead calm, heavy swell from NNE     |
| 3    |             |              |                   |           |       |          |         |             |                 |                   | vessel going all round the compass  |
| 4    |             |              |                   |           |       |          |         |             |                 |                   | empty drifting to the West          |
| 5    |             |              |                   |           |       |          |         |             |                 |                   |                                     |
| 9    |             |              |                   |           |       |          |         |             |                 |                   | People employ at cleaning Deck.     |
| 7    |             |              |                   |           |       |          |         |             |                 |                   | Gradually at their trade            |
| 8    |             |              |                   |           |       |          |         |             |                 |                   |                                     |
| 9    |             |              |                   |           |       |          |         |             |                 |                   |                                     |
| 10   |             |              |                   |           |       |          |         |             |                 |                   |                                     |
| 11   |             |              |                   |           |       |          |         |             |                 |                   |                                     |
| 12   |             |              |                   |           |       |          |         |             |                 |                   |                                     |
| 1    | NNE         | 1            |                   | East      | 2     |          |         | 30.32/31.15 |                 |                   | Light breeze springing up from      |
| 2    |             | 1            |                   |           |       |          |         |             |                 |                   | the barometer continued very light  |
| 3    |             | 1            |                   |           |       |          |         |             |                 |                   | stronger, sky clear, light          |
| 4    |             | 1            |                   |           |       |          |         |             |                 |                   | cumulus travelling slowly from      |
| 5    |             | 1            |                   |           |       |          |         |             |                 |                   | the East.                           |
| 9    |             | 1            |                   |           |       |          |         |             |                 |                   |                                     |
| 7    |             | 1            |                   |           |       |          |         |             |                 |                   |                                     |
| 8    |             | 1            |                   |           |       |          |         |             |                 |                   | All light lookouts present &        |
| 9    |             | 1            |                   |           |       |          |         |             |                 |                   | Disturbance should attend to        |
| 10   |             | 1            |                   |           |       |          |         |             |                 |                   |                                     |
| 11   |             | 1            |                   |           |       |          |         |             |                 |                   |                                     |
| 12   |             | 1            |                   |           |       |          |         |             |                 |                   |                                     |

BEARING & DISTANCE AT NOON

| COURSE  | DISTANCE | Difference Latitude | Departure | Latitude by Account | Latitude Observed | Difference of Longitude | Longitude by Account | Longitude by Chronometer | Longitude Observed | Variation | Distance Run per Patent Log |
|---------|----------|---------------------|-----------|---------------------|-------------------|-------------------------|----------------------|--------------------------|--------------------|-----------|-----------------------------|
| N 63° W | 18       | 18'                 | —         | 0.6                 | 0.6               | —                       | 33.47                | 33.48                    | 33.48              | 0.1       | —                           |

ON THE LOOK-OUT

| From | To | NAME    | LANTERNS HUNG OUT      |
|------|----|---------|------------------------|
| 6    | 8  | Larsen  | From Sunset To Sunrise |
| 8    | 10 | Hales   |                        |
| 10   | 12 | Lony    |                        |
| 12   | 2  | Magnus  |                        |
| 2    | 4  | Pollock |                        |
| 4    | 6  | Her.    |                        |

C Richmond

Mate.

Master.

CHIEF OFFICER'S LOG.

| Hrs | Course | Distance Run<br>Knots | WINDS—see Formula<br>Direction | Force | Sail Set | Lee Way | Barometer | Temperature Air | Temperature Water | Deviation | REMARKS, &c.                                                                                          |
|-----|--------|-----------------------|--------------------------------|-------|----------|---------|-----------|-----------------|-------------------|-----------|-------------------------------------------------------------------------------------------------------|
|     |        |                       |                                |       |          |         |           |                 |                   |           | Wednesday March 25 <sup>th</sup> 1896.                                                                |
| 1   | NNE    | 1                     |                                |       |          |         | 29.80     | 77              | 10                |           | This day begins with continued variable & blustering winds, heavy rain clouds hanging round the ship. |
| 2   |        | 1                     |                                |       |          |         |           |                 |                   |           |                                                                                                       |
| 3   |        | 1                     |                                |       |          |         |           |                 |                   |           |                                                                                                       |
| 4   |        | 1                     |                                |       |          |         |           |                 |                   |           |                                                                                                       |
| 5   | NNE    | 2                     |                                |       |          |         |           |                 |                   |           | Coming away squalls with heavy rain, squalls moderate in force & principally from E to NE.            |
| 6   |        | 2                     |                                |       |          |         |           |                 |                   |           |                                                                                                       |
| 7   |        | 2                     |                                |       |          |         |           |                 |                   |           |                                                                                                       |
| 8   |        | 2                     |                                |       |          |         |           |                 |                   |           |                                                                                                       |
| 9   | NNE    | 3                     |                                |       |          |         |           |                 |                   |           |                                                                                                       |
| 10  |        | 3                     |                                |       |          |         |           |                 |                   |           |                                                                                                       |
| 11  |        | 3                     |                                |       |          |         |           |                 |                   |           |                                                                                                       |
| 12  |        | 3                     |                                |       |          |         |           |                 |                   |           |                                                                                                       |
| 1   | NNE    | 4                     |                                |       |          |         |           |                 |                   |           | Tradesmen at their trade                                                                              |
| 2   |        | 4                     |                                |       |          |         |           |                 |                   |           |                                                                                                       |
| 3   |        | 4                     |                                |       |          |         |           |                 |                   |           |                                                                                                       |
| 4   |        | 4                     |                                |       |          |         |           |                 |                   |           |                                                                                                       |
| 5   | NNE    | 4                     |                                |       |          |         |           |                 |                   |           | continued squalls, good fresh breeze during squalls moderate between.                                 |
| 6   |        | 4                     |                                |       |          |         |           |                 |                   |           |                                                                                                       |
| 7   |        | 4                     |                                |       |          |         |           |                 |                   |           |                                                                                                       |
| 8   |        | 4                     |                                |       |          |         |           |                 |                   |           |                                                                                                       |
| 9   |        | 3                     |                                |       |          |         |           |                 |                   |           |                                                                                                       |
| 10  |        | 3                     |                                |       |          |         |           |                 |                   |           |                                                                                                       |
| 11  |        | 3                     |                                |       |          |         |           |                 |                   |           |                                                                                                       |
| 12  |        | 3                     |                                |       |          |         |           |                 |                   |           |                                                                                                       |

BEARING & DISTANCE AT NOON

| COURSE | DISTANCE | Difference Latitude | Departure | Latitude by Account | Latitude Observed | Difference of Longitude | Longitude by Account | Longitude by Chronometer | Longitude Observed | Variation | Distance Run per Patent Log |
|--------|----------|---------------------|-----------|---------------------|-------------------|-------------------------|----------------------|--------------------------|--------------------|-----------|-----------------------------|
| NNE    | 64       | 69                  | 11        | 1.04                | 1.10              | 41                      | 33.41                | 33.50                    | 33.58              | 15"       |                             |

ON THE LOOK-OUT

| From | To |
|------|----|
| 6    | 8  |
| 8    | 10 |
| 10   | 12 |
| 12   | 2  |
| 2    | 4  |
| 4    | 6  |

NAME

Hale  
Larson  
Maynard  
Long  
Pochat  
Ples

LANTERNS HUNG OUT

From Sunset To Sunrise

C Richmond

Mate.

Master.

CHIEF OFFICER'S LOG.

| Hrs | Course | Distance Run<br>Knots | WINDS—see Formula<br>Direction | Force | Sail Set | Lee Way | Barometer | Temperature Air | Temperature Water | Deviation | REMARKS, &c.                                                                                                                                                                        |
|-----|--------|-----------------------|--------------------------------|-------|----------|---------|-----------|-----------------|-------------------|-----------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|     |        |                       |                                |       |          |         |           |                 |                   |           | Thursday March 26 <sup>th</sup> 1896.                                                                                                                                               |
| 1   | NNE    | 2                     |                                |       |          |         | 29.80     | 77              | 10                |           | This day begins with moderate breeze from the east, gradually drawing northerly & increasing vessel braced sharp up on starboard tack, sheet close to the wind.                     |
| 2   |        | 2                     |                                |       |          |         |           |                 |                   |           |                                                                                                                                                                                     |
| 3   |        | 2                     |                                |       |          |         |           |                 |                   |           |                                                                                                                                                                                     |
| 4   |        | 2                     |                                |       |          |         |           |                 |                   |           |                                                                                                                                                                                     |
| 5   | North  | 3                     |                                |       |          |         |           |                 |                   |           |                                                                                                                                                                                     |
| 6   |        | 3                     |                                |       |          |         |           |                 |                   |           |                                                                                                                                                                                     |
| 7   | NNE    | 3                     |                                |       |          |         |           |                 |                   |           | People cleaning main deck, finished deck today, washed thoroughly down ready for oiling first opportunity.                                                                          |
| 8   |        | 3                     |                                |       |          |         |           |                 |                   |           |                                                                                                                                                                                     |
| 9   | NNE    | 4                     |                                |       |          |         |           |                 |                   |           |                                                                                                                                                                                     |
| 10  |        | 4                     |                                |       |          |         |           |                 |                   |           |                                                                                                                                                                                     |
| 11  |        | 4                     |                                |       |          |         |           |                 |                   |           |                                                                                                                                                                                     |
| 12  |        | 4                     |                                |       |          |         |           |                 |                   |           |                                                                                                                                                                                     |
| 1   | NNE    | 4                     |                                |       |          |         |           |                 |                   |           | strong breeze, steady, ship laying well over on her side, don't seem to sail, only going 4 knots with a 6 knot breeze, continued fresh breeze throughout the remainder of this day. |
| 2   |        | 4                     |                                |       |          |         |           |                 |                   |           |                                                                                                                                                                                     |
| 3   |        | 4                     |                                |       |          |         |           |                 |                   |           |                                                                                                                                                                                     |
| 4   |        | 4                     |                                |       |          |         |           |                 |                   |           |                                                                                                                                                                                     |
| 5   |        | 4                     |                                |       |          |         |           |                 |                   |           |                                                                                                                                                                                     |
| 6   |        | 4                     |                                |       |          |         |           |                 |                   |           |                                                                                                                                                                                     |
| 7   |        | 4                     |                                |       |          |         |           |                 |                   |           |                                                                                                                                                                                     |
| 8   |        | 4                     |                                |       |          |         |           |                 |                   |           |                                                                                                                                                                                     |
| 9   |        | 4                     |                                |       |          |         |           |                 |                   |           |                                                                                                                                                                                     |
| 10  |        | 4                     |                                |       |          |         |           |                 |                   |           |                                                                                                                                                                                     |
| 11  |        | 4                     |                                |       |          |         |           |                 |                   |           |                                                                                                                                                                                     |
| 12  |        | 4                     |                                |       |          |         |           |                 |                   |           |                                                                                                                                                                                     |

BEARING & DISTANCE AT NOON

| COURSE | DISTANCE | Difference Latitude | Departure | Latitude by Account | Latitude Observed | Difference of Longitude | Longitude by Account | Longitude by Chronometer | Longitude Observed | Variation | Distance Run per Patent Log |
|--------|----------|---------------------|-----------|---------------------|-------------------|-------------------------|----------------------|--------------------------|--------------------|-----------|-----------------------------|
| NNE    | 86       | 69                  | 17        | 2.20                | 2.31              | 53                      | 34.47                | 34.44                    | 34.40              | 10"       |                             |

ON THE LOOK-OUT

| From | To |
|------|----|
| 6    | 8  |
| 8    | 10 |
| 10   | 12 |
| 12   | 2  |
| 2    | 4  |
| 4    | 6  |

NAME

Larson  
Hale  
Long  
Maynard  
Pochat  
Ples

LANTERNS HUNG OUT

From Sunset To Sunrise

C Richmond

Mate.

Master.

LOG of the

Europe  
From Napier

Towards London

## CHIEF OFFICER'S LOG

| Hrs | Course   | Distance Run |         | WINDS—see Formula |       | Sail Set | Lee Way | Variation | Temperature Air | Temperature Water | Deviation | REMARKS, &c.                                                             |
|-----|----------|--------------|---------|-------------------|-------|----------|---------|-----------|-----------------|-------------------|-----------|--------------------------------------------------------------------------|
|     |          | Knots        | Fathoms | Direction         | Force |          |         |           |                 |                   |           |                                                                          |
|     |          |              |         |                   |       |          |         |           |                 |                   |           | Friday March 24 <sup>th</sup> 1876                                       |
| 1   | NW 1/4 N | 1            |         | NE-N              | 1-4   |          |         |           |                 |                   |           | This day begins with strong steady trade wind, cloudy & fine, heavy S.E. |
| 2   |          | 5            |         |                   |       |          |         |           |                 |                   |           | Small, sea otherwise moderate.                                           |
| 3   |          | 5            |         |                   |       |          |         |           |                 |                   |           | People variously employed.                                               |
| 4   |          | 5            |         |                   |       |          |         |           |                 |                   |           | Tralmon at his trade                                                     |
| 5   |          | 5            |         |                   |       |          |         |           |                 |                   |           |                                                                          |
| 6   |          | 5            |         |                   |       |          |         |           |                 |                   |           |                                                                          |
| 7   |          | 5            |         |                   |       |          |         |           |                 |                   |           |                                                                          |
| 8   |          | 5            |         |                   |       |          |         |           |                 |                   |           |                                                                          |
| 9   |          | 5            |         |                   |       |          |         |           |                 |                   |           |                                                                          |
| 10  |          | 5            |         |                   |       |          |         |           |                 |                   |           |                                                                          |
| 11  |          | 5            |         |                   |       |          |         |           |                 |                   |           |                                                                          |
| 12  | NW 1/4 N | 5            |         | NE-N              | 5-4   |          |         |           |                 |                   |           | Mid- continued fresh steady NE                                           |
| 1   |          | 5            |         |                   |       |          |         |           |                 |                   |           | Trade wind, sky covered with                                             |
| 2   |          | 5            |         |                   |       |          |         |           |                 |                   |           | soft cumula, weather sea, & swell                                        |
| 3   |          | 5            |         |                   |       |          |         |           |                 |                   |           | as above stated.                                                         |
| 4   |          | 5            |         |                   |       |          |         |           |                 |                   |           |                                                                          |
| 5   |          | 5            |         |                   |       |          |         |           |                 |                   |           | All light lookouts pumps                                                 |
| 6   |          | 5            |         |                   |       |          |         |           |                 |                   |           | & ventilation strictly attended to.                                      |
| 7   |          | 5            |         |                   |       |          |         |           |                 |                   |           |                                                                          |
| 8   |          | 5            |         |                   |       |          |         |           |                 |                   |           |                                                                          |
| 9   |          | 5            |         |                   |       |          |         |           |                 |                   |           |                                                                          |
| 10  |          | 5            |         |                   |       |          |         |           |                 |                   |           |                                                                          |
| 11  |          | 5            |         |                   |       |          |         |           |                 |                   |           |                                                                          |
| 12  |          | 5            |         |                   |       |          |         |           |                 |                   |           |                                                                          |

BEARING &amp; DISTANCE AT NOON

| COURSE  | DISTANCE | Difference Latitude | Departure | Latitude by Account | Latitude Observed | Difference of Longitude | Longitude by Account | Longitude by Chronometer | Longitude Observed | Variation | Distance Run per Patent Log |
|---------|----------|---------------------|-----------|---------------------|-------------------|-------------------------|----------------------|--------------------------|--------------------|-----------|-----------------------------|
| N 10° N | 170'     | 48'                 | 91'       | 3.58                | 3.34              | 91'                     | 36.14                | 36.14                    | 36.14              | 4° 2'     |                             |

ON THE LOOK-OUT

From 6 To 8  
8 " 10  
10 " 12  
12 " 2  
2 " 4  
4 " 6

NAME

Hale  
Larsen  
Meynham  
Long  
Riddell  
Hale

LANTERNS HUNG OUT

From Sunset To Sunrise

C Richmond

Mate.

Master.

LOG of the

Europe  
From Napier

Towards London

## CHIEF OFFICER'S LOG.

| Hrs | Course   | Distance Run |         | WINDS—see Formula |       | Sail Set | Lee Way | Variation | Temperature Air | Temperature Water | Deviation | REMARKS, &c.                                                     |
|-----|----------|--------------|---------|-------------------|-------|----------|---------|-----------|-----------------|-------------------|-----------|------------------------------------------------------------------|
|     |          | Knots        | Fathoms | Direction         | Force |          |         |           |                 |                   |           |                                                                  |
|     |          |              |         |                   |       |          |         |           |                 |                   |           | Saturday March 25 <sup>th</sup> 1876                             |
| 1   | NW 1/4 N | 6            |         | NE                | 6-1   |          |         |           |                 |                   |           | This day begins with continued strong breeze, gusty at intervals |
| 2   |          | 6            |         |                   |       |          |         |           |                 |                   |           | wind inclined to blow southerly & backing                        |
| 3   |          | 6            |         |                   |       |          |         |           |                 |                   |           | sky covered with cumulus, & dense                                |
| 4   |          | 6            |         |                   |       |          |         |           |                 |                   |           | head flying along from N. lower strata from S.W.                 |
| 5   |          | 6            |         |                   |       |          |         |           |                 |                   |           |                                                                  |
| 6   |          | 6            |         |                   |       |          |         |           |                 |                   |           | People variously employed, also washed                           |
| 7   |          | 6            |         |                   |       |          |         |           |                 |                   |           | Dish Paintwork & brightwork, & all bath.                         |
| 8   |          | 6            |         |                   |       |          |         |           |                 |                   |           |                                                                  |
| 9   |          | 6            |         |                   |       |          |         |           |                 |                   |           |                                                                  |
| 10  |          | 6            |         |                   |       |          |         |           |                 |                   |           |                                                                  |
| 11  |          | 6            |         |                   |       |          |         |           |                 |                   |           |                                                                  |
| 12  | NW 1/4 N | 6            |         | NE                | 6-5   |          |         |           |                 |                   |           | Continued strong breeze, gusty.                                  |
| 1   |          | 6            |         |                   |       |          |         |           |                 |                   |           | used laying mull over on her side                                |
| 2   |          | 6            |         |                   |       |          |         |           |                 |                   |           | sky clear, weather fine, sea moderate.                           |
| 3   |          | 6            |         |                   |       |          |         |           |                 |                   |           | Heavy head swell.                                                |
| 4   |          | 6            |         |                   |       |          |         |           |                 |                   |           |                                                                  |
| 5   |          | 6            |         |                   |       |          |         |           |                 |                   |           | Carpenter's work done also washed                                |
| 6   |          | 6            |         |                   |       |          |         |           |                 |                   |           | windlass steering gear &c.                                       |
| 7   |          | 6            |         |                   |       |          |         |           |                 |                   |           |                                                                  |
| 8   | NW 1/4 N | 6            |         |                   |       |          |         |           |                 |                   |           |                                                                  |
| 9   |          | 6            |         |                   |       |          |         |           |                 |                   |           | All light lookouts pumps &                                       |
| 10  |          | 6            |         |                   |       |          |         |           |                 |                   |           | ventilation strictly attended to.                                |
| 11  |          | 6            |         |                   |       |          |         |           |                 |                   |           |                                                                  |
| 12  |          | 6            |         |                   |       |          |         |           |                 |                   |           |                                                                  |

BEARING &amp; DISTANCE AT NOON.

| COURSE  | DISTANCE | Difference Latitude | Departure | Latitude by Account | Latitude Observed | Difference of Longitude | Longitude by Account | Longitude by Chronometer | Longitude Observed | Variation | Distance Run per Patent Log |
|---------|----------|---------------------|-----------|---------------------|-------------------|-------------------------|----------------------|--------------------------|--------------------|-----------|-----------------------------|
| N 10° N | 142'     | 108'                | 100'      | 5.19                | 5.31              | 106'                    | 34.13                | 34.50                    | 34.50              | 9° 4'     |                             |

ON THE LOOK-OUT

From 6 To 8  
8 " 10  
10 " 12  
12 " 2  
2 " 4  
4 " 6

NAME

Larsen  
Hale  
Long  
Meynham  
Riddell  
Hale

LANTERNS HUNG OUT

From Sunset To Sunrise

C Richmond

Mate.

Master.

LOG of the  
FromEurope.  
Napier

Towards London.

## CHIEF OFFICER'S LOG

| Hrs | Course   | Distance Run |         | WINDS—see Formula |       | Force | Sail Set | Lee Way | Barometer | Temperature Air | Temperature Water | Direction | REMARKS, &c.                                                       |
|-----|----------|--------------|---------|-------------------|-------|-------|----------|---------|-----------|-----------------|-------------------|-----------|--------------------------------------------------------------------|
|     |          | Knots        | Fathoms | Direction         | Force |       |          |         |           |                 |                   |           |                                                                    |
| 1   | NW 1/4 N | 6            | 2       | NE                | 6-7   |       |          |         |           |                 |                   |           | Tuesday, March 29 <sup>th</sup> 1896                               |
| 2   |          | 6            | 2       |                   |       |       |          |         |           |                 |                   |           | This day begins with strong breeze from NE clear high North by Sea |
| 3   |          | 6            | 2       |                   |       |       |          |         |           |                 |                   |           | vessel driving & straining & laying well over. Handed royal. Large |
| 4   |          | 6            | 2       |                   |       |       |          |         |           |                 |                   |           | masses of cumulus clouds passing rapidly over from the NE.         |
| 5   |          | 6            | 2       |                   |       |       |          |         |           |                 |                   |           |                                                                    |
| 6   |          | 6            | 2       |                   |       |       |          |         |           |                 |                   |           |                                                                    |
| 7   |          | 6            | 2       |                   |       |       |          |         |           |                 |                   |           |                                                                    |
| 8   |          | 6            | 2       |                   |       |       |          |         |           |                 |                   |           | Sunday Respected.                                                  |
| 9   |          | 6            | 2       |                   |       |       |          |         |           |                 |                   |           |                                                                    |
| 10  |          | 6            | 2       |                   |       |       |          |         |           |                 |                   |           |                                                                    |
| 11  |          | 6            | 2       |                   |       |       |          |         |           |                 |                   |           |                                                                    |
| 12  | NW 1/4 N | 6            | 2       | NE                | 6-7   |       |          |         |           |                 |                   |           |                                                                    |
| 1   |          | 6            | 2       |                   |       |       |          |         |           |                 |                   |           | continued stiff breeze, with high                                  |
| 2   |          | 6            | 2       |                   |       |       |          |         |           |                 |                   |           | North by Sea, causing vessel to drive                              |
| 3   |          | 6            | 2       |                   |       |       |          |         |           |                 |                   |           | heavily at times, weather, sky as                                  |
| 4   |          | 6            | 2       |                   |       |       |          |         |           |                 |                   |           | above mentioned.                                                   |
| 5   |          | 6            | 2       |                   |       |       |          |         |           |                 |                   |           |                                                                    |
| 6   |          | 6            | 2       |                   |       |       |          |         |           |                 |                   |           | Large Barge on sight to wind-                                      |
| 7   |          | 6            | 2       |                   |       |       |          |         |           |                 |                   |           | ward, passing ahead & to windward                                  |
| 8   |          | 6            | 2       |                   |       |       |          |         |           |                 |                   |           | of us, name unknown.                                               |
| 9   |          | 6            | 2       |                   |       |       |          |         |           |                 |                   |           | All light lookouts pumps &                                         |
| 10  |          | 6            | 2       |                   |       |       |          |         |           |                 |                   |           | Ventilation strictly attended to.                                  |
| 11  |          | 6            | 2       |                   |       |       |          |         |           |                 |                   |           |                                                                    |
| 12  |          | 6            | 2       |                   |       |       |          |         |           |                 |                   |           |                                                                    |

BEARING &amp; DISTANCE AT NOON

| COURSE  | DISTANCE | Difference Latitude | Departure | Latitude by Account | Latitude Observed | Difference of Longitude | Longitude by Account | Longitude by Chronometer | Longitude Observed | Variation | Distance Run per Patent Log |
|---------|----------|---------------------|-----------|---------------------|-------------------|-------------------------|----------------------|--------------------------|--------------------|-----------|-----------------------------|
| N 35° N | 154      | 196'                | 88'       | 7° 33'              | 7° 30'            | 89'                     | 39° 24'              | 39° 25'                  | 39° 23'            | 1° N      | —                           |

ON THE LOOKOUT

| From | To |
|------|----|
| 6    | 8  |
| 8    | 10 |
| 10   | 12 |
| 12   | 2  |
| 2    | 4  |
| 4    | 6  |

NAME

Magnuson  
Pullok  
Pullok  
Murray

LANTERNS HUNG OUT

From Sunset To Sunrise

C Richmond

Mate.

Master.

LOG of the  
FromEurope.  
Napier

Towards London.

## CHIEF OFFICER'S LOG.

| Hrs | Course   | Distance Run |         | WINDS—see Formula |       | Force | Sail Set | Lee Way | Barometer | Temperature Air | Temperature Water | Direction | REMARKS, &c.                       |
|-----|----------|--------------|---------|-------------------|-------|-------|----------|---------|-----------|-----------------|-------------------|-----------|------------------------------------|
|     |          | Knots        | Fathoms | Direction         | Force |       |          |         |           |                 |                   |           |                                    |
| 1   | NW 1/4 N | 6            | 2       | NE                | 6     |       |          |         |           |                 |                   |           | Monday March 30 <sup>th</sup> 1896 |
| 2   |          | 6            | 2       |                   |       |       |          |         |           |                 |                   |           | This day begins with fresh NE.     |
| 3   |          | 6            | 2       |                   |       |       |          |         |           |                 |                   |           | trade wind steady, clear fine      |
| 4   |          | 6            | 2       |                   |       |       |          |         |           |                 |                   |           | continued high NE swell, sea       |
| 5   |          | 6            | 2       |                   |       |       |          |         |           |                 |                   |           | otherwise moderate.                |
| 9   |          | 6            | 2       |                   |       |       |          |         |           |                 |                   |           | People employed oiling Decks       |
| 7   |          | 6            | 2       |                   |       |       |          |         |           |                 |                   |           | Shadecum at ship's side.           |
| 8   |          | 6            | 2       |                   |       |       |          |         |           |                 |                   |           |                                    |
| 9   |          | 6            | 2       |                   |       |       |          |         |           |                 |                   |           |                                    |
| 10  |          | 6            | 2       |                   |       |       |          |         |           |                 |                   |           |                                    |
| 11  |          | 6            | 2       |                   |       |       |          |         |           |                 |                   |           |                                    |
| 12  | SW 1/4 N | 6            | 2       | NE                | 5     |       |          |         |           |                 |                   |           | mid. continued fresh NE trade      |
| 1   |          | 5            | 2       |                   |       |       |          |         |           |                 |                   |           | wind, slightly less in force       |
| 2   |          | 5            | 2       |                   |       |       |          |         |           |                 |                   |           | sky clear, cumulus clouds from the |
| 3   |          | 5            | 2       |                   |       |       |          |         |           |                 |                   |           | NE. weather, sea as above.         |
| 4   |          | 5            | 2       |                   |       |       |          |         |           |                 |                   |           |                                    |
| 5   |          | 5            | 2       |                   |       |       |          |         |           |                 |                   |           |                                    |
| 9   |          | 5            | 2       |                   |       |       |          |         |           |                 |                   |           |                                    |
| 7   |          | 5            | 2       |                   |       |       |          |         |           |                 |                   |           | All light lookouts pumps &         |
| 8   |          | 5            | 2       |                   |       |       |          |         |           |                 |                   |           | Ventilation strictly attended to.  |
| 9   |          | 5            | 2       |                   |       |       |          |         |           |                 |                   |           |                                    |
| 10  |          | 5            | 2       |                   |       |       |          |         |           |                 |                   |           |                                    |
| 11  |          | 5            | 2       |                   |       |       |          |         |           |                 |                   |           |                                    |
| 12  |          | 5            | 2       |                   |       |       |          |         |           |                 |                   |           |                                    |

BEARING &amp; DISTANCE AT NOON

| COURSE | DISTANCE | Difference Latitude | Departure | Latitude by Account | Latitude Observed | Difference of Longitude | Longitude by Account | Longitude by Chronometer | Longitude Observed | Variation | Distance Run per Patent Log |
|--------|----------|---------------------|-----------|---------------------|-------------------|-------------------------|----------------------|--------------------------|--------------------|-----------|-----------------------------|
| 24° N  | 106      | 119'                | 65'       | 9° 29'              | 9° 30'            | 66'                     | 40° 28'              | 40° 30'                  | 40° 30'            | 1° N      | —                           |

ON THE LOOK-OUT

| From | To |
|------|----|
| 6    | 8  |
| 8    | 10 |
| 10   | 12 |
| 12   | 2  |
| 2    | 4  |
| 4    | 6  |

NAME

Long  
Magnuson  
Pullok  
Murray  
Pullok

LANTERNS HUNG OUT

From Sunset To Sunrise

C Richmond

Mate.

Master.

CHIEF OFFICER'S LOG

| Hrs | Course  | Distance Run |         | WINDS—see Formula |       | Direction | Force    | Sail Set | Lee Way | Barometer | Temperature Air | Temperature Water | Remarks, &c.                                                                                                |
|-----|---------|--------------|---------|-------------------|-------|-----------|----------|----------|---------|-----------|-----------------|-------------------|-------------------------------------------------------------------------------------------------------------|
|     |         | Miles        | Fathoms | Direction         | Force |           |          |          |         |           |                 |                   |                                                                                                             |
|     |         |              |         |                   |       |           |          |          |         |           |                 |                   | Thursday March 31 <sup>st</sup> 1896                                                                        |
| 1   | N. by E | 5            | 2       | N.E.              | 6     |           | SE 3/4 S |          |         |           |                 |                   | This day begins with freshening breeze, clear sky, sea moderate, N.E. swell descending, sky—cumulus from N. |
| 2   |         | 5            | 2       |                   |       |           |          |          |         |           |                 |                   |                                                                                                             |
| 3   |         | 6            | 2       |                   |       |           |          |          |         |           |                 |                   |                                                                                                             |
| 4   |         | 6            | 2       |                   |       |           |          |          |         |           |                 |                   |                                                                                                             |
| 5   |         | 6            | 2       |                   |       |           |          |          |         |           |                 |                   |                                                                                                             |
| 6   |         | 6            | 2       |                   |       |           |          |          |         |           |                 |                   | People employed tarring & scassa                                                                            |
| 7   |         | 6            | 2       |                   |       |           |          |          |         |           |                 |                   | H <sup>d</sup> deck & painting windows, 1 <sup>st</sup>                                                     |
| 8   |         | 6            | 2       |                   |       |           |          |          |         |           |                 |                   | Handsmen at their trade.                                                                                    |
| 9   |         | 6            | 2       |                   |       |           |          |          |         |           |                 |                   |                                                                                                             |
| 10  |         | 6            | 2       |                   |       |           |          |          |         |           |                 |                   |                                                                                                             |
| 11  |         | 6            | 2       |                   |       |           |          |          |         |           |                 |                   |                                                                                                             |
| 12  | N. by E | 6            | 2       | N.E.              | 6     |           | SE 3/4 S |          |         |           |                 |                   | continued strong trade wind                                                                                 |
| 1   |         | 6            | 2       |                   |       |           |          |          |         |           |                 |                   | relaxed to give a little sky                                                                                |
| 2   |         | 6            | 2       |                   |       |           |          |          |         |           |                 |                   | clear weather & as above.                                                                                   |
| 3   |         | 6            | 2       |                   |       |           |          |          |         |           |                 |                   |                                                                                                             |
| 4   |         | 6            | 2       |                   |       |           |          |          |         |           |                 |                   |                                                                                                             |
| 5   |         | 6            | 2       |                   |       |           |          |          |         |           |                 |                   |                                                                                                             |
| 6   |         | 6            | 2       |                   |       |           |          |          |         |           |                 |                   |                                                                                                             |
| 7   |         | 6            | 2       |                   |       |           |          |          |         |           |                 |                   | All light lookout pumps &                                                                                   |
| 8   |         | 6            | 2       |                   |       |           |          |          |         |           |                 |                   | Ventilators strictly attended to.                                                                           |
| 9   |         | 6            | 2       |                   |       |           |          |          |         |           |                 |                   |                                                                                                             |
| 10  |         | 6            | 2       |                   |       |           |          |          |         |           |                 |                   |                                                                                                             |
| 11  |         | 6            | 2       |                   |       |           |          |          |         |           |                 |                   |                                                                                                             |
| 12  |         | 6            | 2       |                   |       |           |          |          |         |           |                 |                   |                                                                                                             |

BEARING & DISTANCE AT NOON

| COURSE  | DISTANCE | Difference Latitude | Departure | Latitude by Account | Latitude Observed | Difference of Longitude | Longitude by Account | Longitude by Chronometer | Longitude Observed | Variation | Distance Run per Patent Log |
|---------|----------|---------------------|-----------|---------------------|-------------------|-------------------------|----------------------|--------------------------|--------------------|-----------|-----------------------------|
| N 25° E | 155.     | 141                 | 66        | 11° 50'             | 11° 51'           | 64'                     | 64'                  | 41° 33'                  | 41° 34'            | 5" N      |                             |

ON THE LOOK-OUT

| From | To |
|------|----|
| 6    | 8  |
| 8    | 10 |
| 10   | 12 |
| 12   | 2  |
| 2    | 4  |
| 4    | 6  |

C. Richmond

Mate.

NAME

Maynard  
Lohy  
Redwell  
Murray

LANTERNS HUNG OUT

From *Green* To *London*

Master.

CHIEF OFFICER'S LOG.

| Hrs | Course  | Distance Run |         | WINDS—see Formula |       | Direction | Force    | Sail Set | Lee Way | Barometer | Temperature Air | Temperature Water | Remarks, &c.                              |
|-----|---------|--------------|---------|-------------------|-------|-----------|----------|----------|---------|-----------|-----------------|-------------------|-------------------------------------------|
|     |         | Miles        | Fathoms | Direction         | Force |           |          |          |         |           |                 |                   |                                           |
|     |         |              |         |                   |       |           |          |          |         |           |                 |                   | Wednesday April 1 <sup>st</sup> 1896      |
| 1   | N. by E | 6            | 2       | N.E.              | 6     |           | SE 3/4 S |          |         |           |                 |                   | This day begins with fresh trade          |
| 2   |         | 6            | 2       |                   |       |           |          |          |         |           |                 |                   | wind clear & fine, wind drawing           |
| 3   |         | 6            | 2       |                   |       |           |          |          |         |           |                 |                   | easterly, sea moderate, cumulus from N.E. |
| 4   |         | 6            | 2       |                   |       |           |          |          |         |           |                 |                   |                                           |
| 5   |         | 6            | 2       |                   |       |           |          |          |         |           |                 |                   |                                           |
| 9   |         | 6            | 2       |                   |       |           |          |          |         |           |                 |                   | People employed painting ship             |
| 7   |         | 6            | 2       |                   |       |           |          |          |         |           |                 |                   | Handsmen at their trade                   |
| 8   |         | 6            | 2       |                   |       |           |          |          |         |           |                 |                   |                                           |
| 9   |         | 6            | 2       |                   |       |           |          |          |         |           |                 |                   |                                           |
| 10  |         | 6            | 2       |                   |       |           |          |          |         |           |                 |                   |                                           |
| 11  |         | 6            | 2       |                   |       |           |          |          |         |           |                 |                   |                                           |
| 12  |         | 6            | 2       |                   |       |           |          |          |         |           |                 |                   |                                           |
| 1   | N. by E | 5            | 2       |                   |       |           |          |          |         |           |                 |                   | continued trade wind unaltered            |
| 2   |         | 5            | 2       |                   |       |           |          |          |         |           |                 |                   | to full light, very unsteady and          |
| 3   |         | 5            | 2       |                   |       |           |          |          |         |           |                 |                   | free, weather sea, & sky as               |
| 4   |         | 5            | 2       |                   |       |           |          |          |         |           |                 |                   | above stated.                             |
| 5   |         | 5            | 2       |                   |       |           |          |          |         |           |                 |                   |                                           |
| 9   |         | 5            | 2       |                   |       |           |          |          |         |           |                 |                   |                                           |
| 7   |         | 5            | 2       |                   |       |           |          |          |         |           |                 |                   | All light lookouts pumps &                |
| 8   |         | 5            | 2       |                   |       |           |          |          |         |           |                 |                   | Ventilators strictly attended to.         |
| 9   |         | 5            | 2       |                   |       |           |          |          |         |           |                 |                   |                                           |
| 10  |         | 5            | 2       |                   |       |           |          |          |         |           |                 |                   |                                           |
| 11  |         | 5            | 2       |                   |       |           |          |          |         |           |                 |                   |                                           |
| 12  |         | 5            | 2       |                   |       |           |          |          |         |           |                 |                   |                                           |

BEARING & DISTANCE AT NOON.

| COURSE  | DISTANCE | Difference Latitude | Departure | Latitude by Account | Latitude Observed | Difference of Longitude | Longitude by Account | Longitude by Chronometer | Longitude Observed | Variation | Distance Run per Patent Log |
|---------|----------|---------------------|-----------|---------------------|-------------------|-------------------------|----------------------|--------------------------|--------------------|-----------|-----------------------------|
| N 15° E | 138.     | 133                 | 34        | 11° 06'             | 11° 07'           | 38'                     | 48° 15'              | 42° 15'                  | 42° 15'            | 6" N      |                             |

ON THE LOOK-OUT

| From | To |
|------|----|
| 6    | 8  |
| 8    | 10 |
| 10   | 12 |
| 12   | 2  |
| 2    | 4  |
| 4    | 6  |

C. Richmond

Mate.

NAME

Lohy  
Maynard  
Redwell  
Murray

LANTERNS HUNG OUT

From *Green* To *London*

Master.

LOG of the

From

Enterprise

Napier

Towards London.

## CHIEF OFFICER'S LOG.

| Hrs | Source | Distance Run. |         | WINDS—see Formula |       | Sail Set | Lee Way | Barometer | Temperature Air | Temperature Water | Dew Point | REMARKS, &c.                          |
|-----|--------|---------------|---------|-------------------|-------|----------|---------|-----------|-----------------|-------------------|-----------|---------------------------------------|
|     |        | Knots         | Fathoms | Direction         | Force |          |         |           |                 |                   |           |                                       |
| 1   | North  | 5             | 1       | East              | 6     |          |         | 30.40     | 71.5            |                   |           | Thursday April 2 <sup>nd</sup> 1896.  |
| 2   |        | 5             | 2       |                   |       |          |         |           |                 |                   |           | This day begins with fresh trade wind |
| 3   |        | 5             | 2       |                   |       |          |         |           |                 |                   |           | drawing Easterly clear & fine         |
| 4   |        | 5             | 2       |                   |       |          |         |           |                 |                   |           | with cumulus & cumulus clouds         |
| 5   |        | 5             | 2       |                   |       |          |         |           |                 |                   |           | from the East. Upper stratus from     |
| 6   |        | 5             | 2       |                   |       |          |         |           |                 |                   |           | R. West.                              |
| 7   |        | 5             | 2       |                   |       |          |         |           |                 |                   |           | People employed painting fore & main  |
| 8   |        | 5             | 2       |                   |       |          |         |           |                 |                   |           | bottoms. from 1st deck star.          |
| 9   |        | 5             | 2       |                   |       |          |         |           |                 |                   |           | Carpenter & sailmaker at their        |
| 10  |        | 5             | 2       |                   |       |          |         |           |                 |                   |           | respective trades.                    |
| 11  |        | 5             | 2       |                   |       |          |         |           |                 |                   |           |                                       |
| 12  |        | 5             | 2       | Out               | 5.5   |          |         | 30.40     | 71.5            |                   |           |                                       |
| 1   | N.E.   | 1             |         |                   |       |          |         |           |                 |                   |           | continued trade wind lessening        |
| 2   |        | 1             |         |                   |       |          |         |           |                 |                   |           | in force. Sky indicative of very      |
| 3   |        | 1             |         |                   |       |          |         |           |                 |                   |           | fine weather. with cumulus            |
| 4   |        | 1             |         |                   |       |          |         |           |                 |                   |           | & cirrus clouds moving slowly         |
| 5   |        | 1             |         |                   |       |          |         |           |                 |                   |           | from E.                               |
| 6   |        | 1             |         |                   |       |          |         |           |                 |                   |           |                                       |
| 7   |        | 1             |         |                   |       |          |         |           |                 |                   |           | All light lookouts pumps &            |
| 8   |        | 1             |         |                   |       |          |         |           |                 |                   |           | ventilators strictly attended to.     |
| 9   |        | 1             |         |                   |       |          |         |           |                 |                   |           |                                       |
| 10  |        | 1             |         |                   |       |          |         |           |                 |                   |           |                                       |
| 11  |        | 1             |         |                   |       |          |         |           |                 |                   |           |                                       |
| 12  |        | 1             |         |                   |       |          |         |           |                 |                   |           |                                       |

## BEARING &amp; DISTANCE AT NOON

| COURSE   | DISTANCE | Difference Latitude | Departure | Latitude by Account | Latitude Observed | Difference of Longitude | Longitude by Account | Longitude by Chronometer | Longitude Observed | Variation | Distance Run per Patent Log |
|----------|----------|---------------------|-----------|---------------------|-------------------|-------------------------|----------------------|--------------------------|--------------------|-----------|-----------------------------|
| N 10° E. | 126      | 124                 | 28        | 16° 11'             | 16° 17'           | 23                      | 41° 58'              | 41° 53'                  | 41° 53'            | 5" W.     |                             |

## ON THE LOOK-OUT

| From | To |
|------|----|
| 6    | 8  |
| 8    | 10 |
| 10   | 12 |
| 12   | 2  |
| 2    | 4  |
| 4    | 6  |

## NAME

Maynard  
Long  
Piddock  
Piddock  
Murray

## LANTERNS HUNG OUT

From Sunset To Sunrise

O Richmond

Mate.

Master.

LOG of the

From

Enterprise

Napier

Towards London.

## CHIEF OFFICER'S LOG.

| Hrs | Source | Distance Run. |         | WINDS—see Formula |       | Sail Set | Lee Way | Barometer | Temperature Air | Temperature Water | Dew Point | REMARKS, &c.                       |
|-----|--------|---------------|---------|-------------------|-------|----------|---------|-----------|-----------------|-------------------|-----------|------------------------------------|
|     |        | Knots         | Fathoms | Direction         | Force |          |         |           |                 |                   |           |                                    |
| 1   | N.E.   | 4             | 1       | E. by N.          | 5     |          |         | 30.40     | 71.5            |                   |           | Friday April 3 <sup>rd</sup> 1896. |
| 2   |        | 4             | 1       |                   |       |          |         |           |                 |                   |           | This day begins with moderate      |
| 3   |        | 4             | 1       |                   |       |          |         |           |                 |                   |           | trade wind. Sea & very fine        |
| 4   |        | 4             | 1       |                   |       |          |         |           |                 |                   |           | sky covered with small detached    |
| 5   | North  | 4             | 1       | E. by N.          | 5     |          |         |           |                 |                   |           | cumulus clouds very soft & rolled  |
| 9   |        | 4             | 1       |                   |       |          |         |           |                 |                   |           | indicative of less wind            |
| 7   |        | 4             | 1       |                   |       |          |         |           |                 |                   |           | People variously employed.         |
| 8   |        | 4             | 1       |                   |       |          |         |           |                 |                   |           |                                    |
| 9   |        | 4             | 1       |                   |       |          |         |           |                 |                   |           |                                    |
| 10  |        | 4             | 1       |                   |       |          |         |           |                 |                   |           |                                    |
| 11  |        | 4             | 1       |                   |       |          |         |           |                 |                   |           |                                    |
| 12  |        | 4             | 1       | E. by N.          | 4     |          |         | 30.40     | 71.5            |                   |           | Trade continued trade wind but     |
| 1   | North  | 3             | 1       |                   |       |          |         |           |                 |                   |           | gradually falling away very        |
| 2   |        | 3             | 1       |                   |       |          |         |           |                 |                   |           | light towards the remainder        |
| 3   |        | 3             | 1       |                   |       |          |         |           |                 |                   |           | of this day. Sea very smooth.      |
| 4   |        | 3             | 1       |                   |       |          |         |           |                 |                   |           |                                    |
| 5   |        | 3             | 1       |                   |       |          |         |           |                 |                   |           |                                    |
| 9   |        | 3             | 1       |                   |       |          |         |           |                 |                   |           |                                    |
| 7   |        | 3             | 1       |                   |       |          |         |           |                 |                   |           | All light lookouts pumps &         |
| 8   |        | 3             | 1       |                   |       |          |         |           |                 |                   |           | ventilators strictly attended to.  |
| 9   |        | 2             | 1       |                   |       |          |         |           |                 |                   |           |                                    |
| 10  |        | 2             | 1       |                   |       |          |         |           |                 |                   |           |                                    |
| 11  |        | 2             | 1       |                   |       |          |         |           |                 |                   |           |                                    |
| 12  |        | 2             | 1       |                   |       |          |         |           |                 |                   |           |                                    |

## BEARING &amp; DISTANCE AT NOON

| COURSE | DISTANCE | Difference Latitude | Departure | Latitude by Account | Latitude Observed | Difference of Longitude | Longitude by Account | Longitude by Chronometer | Longitude Observed | Variation | Distance Run per Patent Log |
|--------|----------|---------------------|-----------|---------------------|-------------------|-------------------------|----------------------|--------------------------|--------------------|-----------|-----------------------------|
| N 2° N | 88       | 85                  | 8         | 17° 40'             | 17° 39'           | 5                       | 41° 53'              | 41° 56'                  | 41° 56'            | 5" W.     |                             |

## ON THE LOOK-OUT

| From | To |
|------|----|
| 6    | 8  |
| 8    | 10 |
| 10   | 12 |
| 12   | 2  |
| 2    | 4  |
| 4    | 6  |

## NAME

Long  
Maynard  
Piddock  
Piddock  
Murray  
Redwell

## LANTERNS HUNG OUT

From Sunset To Sunrise

O Richmond

Mate.

Master.

## CHIEF OFFICER'S LOG

| Hrs | Course | Distance Run. |         | WINDS—see Formula. |       | Sail Set | Lee Way | Thermometer | Barometer | Temperature Air | Temperature Water | Dew Point | REMARKS, &c.                         |
|-----|--------|---------------|---------|--------------------|-------|----------|---------|-------------|-----------|-----------------|-------------------|-----------|--------------------------------------|
|     |        | Knots         | Fathoms | Direction          | Force |          |         |             |           |                 |                   |           |                                      |
| 1   | N.N.W. | 2             | 2       | N.E.               | 3     |          |         | 50.42       | 30        |                 |                   |           | Saturday April 4 <sup>th</sup> 1896. |
| 2   |        | 2             | 2       |                    |       |          |         |             |           |                 |                   |           | This day begins with very light      |
| 3   |        | 2             | 2       |                    |       |          |         |             |           |                 |                   |           | wind from N.W. & N.E., clear         |
| 4   |        | 2             | 2       |                    |       |          |         |             |           |                 |                   |           | very fine, cumulus clouds from the   |
| 5   |        | 2             | 2       |                    |       |          |         |             |           |                 |                   |           | N.E., swell from the Northward.      |
| 6   |        | 2             | 2       |                    |       |          |         |             |           |                 |                   |           | People employed painting             |
| 7   |        | 3             | 3       |                    |       |          |         |             |           |                 |                   |           | bulwarks & planks under lifeboats.   |
| 8   |        | 3             | 3       |                    |       |          |         |             |           |                 |                   |           | Gasolators sitting down a little     |
| 9   |        | 3             | 3       |                    |       |          |         |             |           |                 |                   |           | when windless, blowing and           |
| 10  |        | 3             | 3       |                    |       |          |         |             |           |                 |                   |           | settling.                            |
| 11  |        | 3             | 3       |                    |       |          |         |             |           |                 |                   |           |                                      |
| 12  |        | 3             | 3       | N.E.               | 4     |          |         | 50.44       | 30        |                 |                   |           |                                      |
| 1   | N.N.W. | 3             | 3       |                    |       |          |         |             |           |                 |                   |           | wind freshening gradually            |
| 2   |        | 3             | 3       |                    |       |          |         |             |           |                 |                   |           | into a pleasant breeze.              |
| 3   |        | 3             | 3       |                    |       |          |         |             |           |                 |                   |           | continued clear & fine and           |
| 4   |        | 3             | 3       |                    |       |          |         |             |           |                 |                   |           | appearance, swell from the North     |
| 5   |        | 3             | 3       |                    |       |          |         |             |           |                 |                   |           | side washed down, boats & all        |
| 6   |        | 3             | 3       |                    |       |          |         |             |           |                 |                   |           | berths thoroughly cleaned.           |
| 7   |        | 3             | 3       |                    |       |          |         |             |           |                 |                   |           |                                      |
| 8   |        | 3             | 3       |                    |       |          |         |             |           |                 |                   |           | All lights looked pump &             |
| 9   |        | 3             | 3       |                    |       |          |         |             |           |                 |                   |           | ventilation strictly attended to.    |
| 10  |        | 3             | 3       |                    |       |          |         |             |           |                 |                   |           |                                      |
| 11  |        | 3             | 3       |                    |       |          |         |             |           |                 |                   |           |                                      |
| 12  |        | 3             | 3       |                    |       |          |         |             |           |                 |                   |           |                                      |

## BEARING &amp; DISTANCE AT NOON

| COURSE | DISTANCE | Difference Latitude | Departure | Latitude by Account | Latitude Observed | Difference of Longitude | Longitude by Account | Longitude by Chronometer | Longitude Observed | Variation | Distance Run per Patent Log |
|--------|----------|---------------------|-----------|---------------------|-------------------|-------------------------|----------------------|--------------------------|--------------------|-----------|-----------------------------|
| N.N.W. | 69'      | 53                  | 4.1       | 18° 53'             | 18° 53'           | 46"                     | 48° 42'              | 48° 42'                  | 48° 42'            | 5"        |                             |

## ON THE LOOK-OUT

| From | To |
|------|----|
| 6    | 8  |
| 8    | 10 |
| 10   | 12 |
| 12   | 2  |
| 2    | 4  |
| 4    | 6  |

## NAME

Maynard  
Lobby  
Pollak  
Hes  
Medwell  
Murray

## LANTERNS HUNG OUT

From Sunset To Sunrise

O Richmond

Mate.

Master.

## CHIEF OFFICER'S LOG.

| Hrs | Course | Distance Run. |         | WINDS—see Formula. |       | Sail Set | Lee Way | Thermometer | Barometer | Temperature Air | Temperature Water | Dew Point | REMARKS, &c.                        |
|-----|--------|---------------|---------|--------------------|-------|----------|---------|-------------|-----------|-----------------|-------------------|-----------|-------------------------------------|
|     |        | Knots         | Fathoms | Direction          | Force |          |         |             |           |                 |                   |           |                                     |
| 1   | N.N.W. | 4             | 4       | N.E.               | 5     |          |         | 50.44       | 30        |                 |                   |           | Sunday April 5 <sup>th</sup> 1896.  |
| 2   |        | 4             | 4       |                    |       |          |         |             |           |                 |                   |           | This day begins with moderate       |
| 3   |        | 4             | 4       |                    |       |          |         |             |           |                 |                   |           | breeze from N.W., clear & fine, sea |
| 4   |        | 4             | 4       |                    |       |          |         |             |           |                 |                   |           | moderate, Northward swell, cumulus  |
| 5   |        | 4             | 4       |                    |       |          |         |             |           |                 |                   |           | from the Northward.                 |
| 9   |        | 4             | 4       |                    |       |          |         |             |           |                 |                   |           |                                     |
| 7   |        | 4             | 4       |                    |       |          |         |             |           |                 |                   |           | Sunday Respected.                   |
| 8   |        | 4             | 4       |                    |       |          |         |             |           |                 |                   |           |                                     |
| 9   |        | 4             | 4       |                    |       |          |         |             |           |                 |                   |           |                                     |
| 10  |        | 4             | 4       |                    |       |          |         |             |           |                 |                   |           |                                     |
| 11  |        | 4             | 4       |                    |       |          |         |             |           |                 |                   |           |                                     |
| 12  | N.N.W. | 4             | 4       | N.E.               | 5     |          |         | 50.44       | 30        |                 |                   |           | continued breeze from same          |
| 1   |        | 5             | 5       |                    |       |          |         |             |           |                 |                   |           | direction increasing slightly in    |
| 2   |        | 5             | 5       |                    |       |          |         |             |           |                 |                   |           | force, clear & fine in appearance.  |
| 3   |        | 5             | 5       |                    |       |          |         |             |           |                 |                   |           |                                     |
| 4   |        | 5             | 5       |                    |       |          |         |             |           |                 |                   |           | Large four masted ship in sight     |
| 5   |        | 5             | 5       |                    |       |          |         |             |           |                 |                   |           | name unknown.                       |
| 9   |        | 5             | 5       |                    |       |          |         |             |           |                 |                   |           |                                     |
| 7   |        | 5             | 5       |                    |       |          |         |             |           |                 |                   |           |                                     |
| 8   |        | 5             | 5       |                    |       |          |         |             |           |                 |                   |           | All lights looked pump &            |
| 9   |        | 5             | 5       |                    |       |          |         |             |           |                 |                   |           | ventilation strictly attended to.   |
| 10  |        | 5             | 5       |                    |       |          |         |             |           |                 |                   |           |                                     |
| 11  |        | 5             | 5       |                    |       |          |         |             |           |                 |                   |           |                                     |
| 12  |        | 5             | 5       |                    |       |          |         |             |           |                 |                   |           |                                     |

## BEARING &amp; DISTANCE AT NOON

| COURSE | DISTANCE | Difference Latitude | Departure | Latitude by Account | Latitude Observed | Difference of Longitude | Longitude by Account | Longitude by Chronometer | Longitude Observed | Variation | Distance Run per Patent Log |
|--------|----------|---------------------|-----------|---------------------|-------------------|-------------------------|----------------------|--------------------------|--------------------|-----------|-----------------------------|
| N.N.W. | 111      | 91                  | 6.1       | 20° 04'             | 20° 05'           | 66"                     | 43° 50'              | 43° 52'                  | 43° 57'            | 5"        |                             |

## ON THE LOOK-OUT

| From | To |
|------|----|
| 6    | 8  |
| 8    | 10 |
| 10   | 12 |
| 12   | 2  |
| 2    | 4  |
| 4    | 6  |

## NAME

Pollak  
Hes  
Medwell  
Murray  
Speake  
Parsons

## LANTERNS HUNG OUT

From Sunset To Sunrise

O Richmond

Mate.

Master.

## CHIEF OFFICER'S LOG

| Hrs | Course | Distance Run |         | WINDS—see Formula |       | Sail Set | Lee Way | Barometer | Temperature Air | Temperature Water | Deviation | REMARKS, &c.                                                     |
|-----|--------|--------------|---------|-------------------|-------|----------|---------|-----------|-----------------|-------------------|-----------|------------------------------------------------------------------|
|     |        | Knots        | Fathoms | Direction         | Force |          |         |           |                 |                   |           |                                                                  |
|     | Napier | 5            |         | N                 | 5     |          |         |           |                 |                   |           | Monday April 6 <sup>th</sup> 1896                                |
| 1   |        | 5            |         |                   |       |          |         |           |                 |                   |           | This day begins with good breeze from N.E. rather unduly in fore |
| 2   |        | 5            |         |                   |       |          |         |           |                 |                   |           | direction. Cloudy & fine sea                                     |
| 3   |        | 5            |         |                   |       |          |         |           |                 |                   |           | Smooth.                                                          |
| 4   |        | 5            |         |                   |       |          |         |           |                 |                   |           |                                                                  |
| 5   |        | 5            |         |                   |       |          |         |           |                 |                   |           |                                                                  |
| 6   |        | 5            |         |                   |       |          |         |           |                 |                   |           | People employed cleaning Poot                                    |
| 7   |        | 5            |         |                   |       |          |         |           |                 |                   |           | deck with sand.                                                  |
| 8   |        | 5            |         |                   |       |          |         |           |                 |                   |           | Carpenter cleaning & painting                                    |
| 9   |        | 5            |         |                   |       |          |         |           |                 |                   |           | steering gear, inside wheel box.                                 |
| 10  |        | 5            |         |                   |       |          |         |           |                 |                   |           | ailmaker repairing fore & aft sails                              |
| 11  |        | 5            |         |                   |       |          |         |           |                 |                   |           |                                                                  |
| 12  |        | 5            |         | N                 | 5     |          |         |           |                 |                   |           |                                                                  |
| 1   | Napier | 4            | 2       |                   |       |          |         |           |                 |                   |           | Continued N.W. wind, cloudy & fine                               |
| 2   |        | 4            | 2       |                   |       |          |         |           |                 |                   |           | wind inclined to fall away light                                 |
| 3   |        | 4            | 2       |                   |       |          |         |           |                 |                   |           | very soft looking settled & detached                             |
| 4   |        | 4            | 2       |                   |       |          |         |           |                 |                   |           | patches clouds in the sky with little                            |
| 5   |        | 4            | 2       |                   |       |          |         |           |                 |                   |           | or no motion indicative of very fine                             |
| 6   |        | 4            | 2       |                   | 4.5   |          |         |           |                 |                   |           | weather.                                                         |
| 7   |        | 4            |         |                   |       |          |         |           |                 |                   |           |                                                                  |
| 8   |        | 4            |         |                   |       |          |         |           |                 |                   |           |                                                                  |
| 9   |        | 4            |         |                   |       |          |         |           |                 |                   |           |                                                                  |
| 10  |        | 4            |         |                   |       |          |         |           |                 |                   |           | All light lookout pumps &                                        |
| 11  |        | 4            |         |                   |       |          |         |           |                 |                   |           | ventilators strictly attended to.                                |
| 12  |        | 4            |         |                   |       |          |         |           |                 |                   |           |                                                                  |

BEARING &amp; DISTANCE AT NOON

| COURSE | DISTANCE | Difference Latitude | Departure | Latitude by Account | Latitude Observed | Difference of Longitude | Longitude by Account | Longitude by Chronometer | Longitude Observed | Variation | Distance Run per Patent Log |
|--------|----------|---------------------|-----------|---------------------|-------------------|-------------------------|----------------------|--------------------------|--------------------|-----------|-----------------------------|
| N.W.   | 15.1     | 10.24               | 4.0       | 27.15               | 27.29             | 14.0                    | 144.36               | 144.32                   | 144.33             | 5.0       |                             |

ON THE LOOK-OUT

| From | To |
|------|----|
| 6    | 8  |
| 8    | 10 |
| 10   | 12 |
| 12   | 2  |
| 2    | 4  |
| 4    | 6  |
| 6    | 8  |

NAME

Roller  
Murray  
O'Donnell  
Larson  
Klein

LANTERNS HUNG OUT

From sunset To sunrise

O. Richmond

Mate.

Master.

## CHIEF OFFICER'S LOG.

| Hrs | Course | Distance Run |         | WINDS—see Formula |       | Sail Set | Lee Way | Barometer | Temperature Air | Temperature Water | Deviation | REMARKS, &c.                          |
|-----|--------|--------------|---------|-------------------|-------|----------|---------|-----------|-----------------|-------------------|-----------|---------------------------------------|
|     |        | Knots        | Fathoms | Direction         | Force |          |         |           |                 |                   |           |                                       |
|     | Napier | 4            |         | N                 | 4.5   |          |         |           |                 |                   |           | Tuesday April 7 <sup>th</sup> 1896    |
| 1   |        | 4            |         |                   |       |          |         |           |                 |                   |           | This day begins with moderate breeze  |
| 2   |        | 4            |         |                   |       |          |         |           |                 |                   |           | clear & fine, sea smooth, sun visible |
| 3   |        | 4            |         |                   |       |          |         |           |                 |                   |           | sketch ranging around the horizon     |
| 4   |        | 4            |         |                   |       |          |         |           |                 |                   |           |                                       |
| 5   |        | 3 1/2        |         |                   |       |          |         |           |                 |                   |           | People employed scrubbing Poot        |
| 9   |        | 3 1/2        |         |                   |       |          |         |           |                 |                   |           | deck finished today.                  |
| 7   |        | 3 1/2        |         |                   |       |          |         |           |                 |                   |           |                                       |
| 8   |        | 3 1/2        |         |                   |       |          |         |           |                 |                   |           | Carpenter & sailmaker at their        |
| 9   |        | 3 1/2        |         |                   |       |          |         |           |                 |                   |           | respective trades.                    |
| 10  |        | 3 1/2        |         |                   |       |          |         |           |                 |                   |           |                                       |
| 11  |        | 3 1/2        |         |                   |       |          |         |           |                 |                   |           |                                       |
| 12  |        | 3 1/2        |         | N                 | 3     |          |         |           |                 |                   |           | wind falling light, weather           |
| 1   |        | 3            |         |                   |       |          |         |           |                 |                   |           | very fine in appearance, swell        |
| 2   |        | 3            |         |                   |       |          |         |           |                 |                   |           | coming away from N.W.                 |
| 3   |        | 3            |         |                   |       |          |         |           |                 |                   |           |                                       |
| 4   |        | 3            |         |                   |       |          |         |           |                 |                   |           |                                       |
| 5   |        | 4            |         |                   |       |          |         |           |                 |                   |           | All light lookout pumps &             |
| 9   |        | 4            |         |                   |       |          |         |           |                 |                   |           | ventilators strictly attended to.     |
| 7   |        | 4            |         |                   |       |          |         |           |                 |                   |           |                                       |
| 8   |        | 4            |         |                   |       |          |         |           |                 |                   |           |                                       |
| 9   |        | 4            |         |                   |       |          |         |           |                 |                   |           |                                       |
| 10  |        | 4            |         |                   |       |          |         |           |                 |                   |           | Breeze inclined to freshen towards    |
| 11  |        | 4            |         |                   |       |          |         |           |                 |                   |           | noon, sky presenting a more windy     |
| 12  |        | 4            |         |                   |       |          |         |           |                 |                   |           | appearance.                           |

BEARING &amp; DISTANCE AT NOON

| COURSE | DISTANCE | Difference Latitude | Departure | Latitude by Account | Latitude Observed | Difference of Longitude | Longitude by Account | Longitude by Chronometer | Longitude Observed | Variation | Distance Run per Patent Log |
|--------|----------|---------------------|-----------|---------------------|-------------------|-------------------------|----------------------|--------------------------|--------------------|-----------|-----------------------------|
| N.W.   | 15.1     | 10.24               | 4.0       | 27.15               | 27.29             | 14.0                    | 144.36               | 144.32                   | 144.33             | 5.0       |                             |

ON THE LOOK-OUT

| From | To |
|------|----|
| 6    | 8  |
| 8    | 10 |
| 10   | 12 |
| 12   | 2  |
| 2    | 4  |
| 4    | 6  |

NAME

Roller  
Murray  
O'Donnell  
Larson  
Klein

LANTERNS HUNG OUT

From sunset To sunrise

O. Richmond

Mate.

Master.

## CHIEF OFFICER'S LOG

| Hrs | Course | Distance Run<br>Knots | WINDS—see Formula<br>Direction | Force | Sail Set | Lee Way | Barometer | Temperature<br>Air | Temperature<br>Water | Remarks, &c.                                                                                   |
|-----|--------|-----------------------|--------------------------------|-------|----------|---------|-----------|--------------------|----------------------|------------------------------------------------------------------------------------------------|
| 1   | North  | 4 1/2                 | Ext.                           | 5     |          |         |           |                    |                      | Wednesday April 8 <sup>th</sup> 1896.                                                          |
| 2   |        | 4 1/2                 |                                |       |          |         |           |                    |                      | This day begins with moderate breeze, drawing a little more easterly.                          |
| 3   |        | 4 1/2                 |                                |       |          |         |           |                    |                      | clear & fine, swell from N.W. sea moderate. Cumulus stratus clouds ranging around the horizon. |
| 4   |        | 4 1/2                 |                                |       |          |         |           |                    |                      |                                                                                                |
| 5   |        | 4 1/2                 |                                |       |          |         |           |                    |                      |                                                                                                |
| 6   |        | 4 1/2                 |                                |       |          |         |           |                    |                      |                                                                                                |
| 7   |        | 4 1/2                 |                                |       |          |         |           |                    |                      | People employed painting half round & various other sundries.                                  |
| 8   |        | 4 1/2                 |                                |       |          |         |           |                    |                      |                                                                                                |
| 9   |        | 4 1/2                 |                                |       |          |         |           |                    |                      |                                                                                                |
| 10  |        | 4 1/2                 |                                |       |          |         |           |                    |                      |                                                                                                |
| 11  |        | 4 1/2                 |                                |       |          |         |           |                    |                      | Tradesmen at their trades.                                                                     |
| 12  | North  | 4 1/2                 | SW                             | 5.4   |          |         |           |                    |                      |                                                                                                |
| 1   |        | 5                     |                                |       |          |         |           |                    |                      | Breeze freshening slightly.                                                                    |
| 2   |        | 5                     |                                |       |          |         |           |                    |                      | Cloudy & fine, occasional showers. weather sea, & sky as above stated.                         |
| 3   |        | 5                     |                                |       |          |         |           |                    |                      |                                                                                                |
| 4   |        | 5                     |                                |       |          |         |           |                    |                      |                                                                                                |
| 5   |        | 5                     |                                |       |          |         |           |                    |                      |                                                                                                |
| 6   |        | 5                     |                                |       |          |         |           |                    |                      |                                                                                                |
| 7   |        | 5                     |                                |       |          |         |           |                    |                      |                                                                                                |
| 8   |        | 5                     |                                |       |          |         |           |                    |                      | All light lookouts pumps & Ventilators strictly attended to.                                   |
| 9   |        | 5                     |                                |       |          |         |           |                    |                      |                                                                                                |
| 10  |        | 5                     |                                |       |          |         |           |                    |                      |                                                                                                |
| 11  |        | 5                     |                                |       |          |         |           |                    |                      |                                                                                                |
| 12  |        | 5                     |                                |       |          |         |           |                    |                      | Wind drawing southerly of east.                                                                |

BEARING &amp; DISTANCE AT NOON

| COURSE | DISTANCE | Difference Latitude | Departure | Latitude by Account | Latitude Observed | Difference of Longitude | Longitude by Account | Longitude by Chronometer | Longitude Observed | Variation | Distance Run per Patent Log |
|--------|----------|---------------------|-----------|---------------------|-------------------|-------------------------|----------------------|--------------------------|--------------------|-----------|-----------------------------|
| N 4° N | 116.     | 115'                | 141       | 25° 00'             | 25° 00'           | 15"                     | 45° 31'              | 45° 32'                  | 45° 32'            | 6"        | —                           |

ON THE LOOK-OUT

NAME

LANTERNS HUNG OUT

|      |    |    |    |
|------|----|----|----|
| From | 6  | To | 8  |
|      | 8  | To | 10 |
|      | 10 | To | 12 |
|      | 12 | To | 2  |
|      | 2  | To | 4  |
|      | 4  | To | 6  |

Flies  
Bell  
Edwell  
Murray  
Parsons  
Lorimer

From Sunset To Sunrise

C Richmond

Mate.

Master.

## CHIEF OFFICER'S LOG.

| Hrs | Course  | Distance Run<br>Knots | WINDS—see Formula<br>Direction | Force | Sail Set | Lee Way | Barometer | Temperature<br>Air | Temperature<br>Water | Remarks, &c.                                                                                             |
|-----|---------|-----------------------|--------------------------------|-------|----------|---------|-----------|--------------------|----------------------|----------------------------------------------------------------------------------------------------------|
| 1   | N 1/2 E | 5 1/2                 | S-N                            | 6     |          |         |           |                    |                      | Thursday April 9 <sup>th</sup> 1896.                                                                     |
| 2   |         | 5 1/2                 |                                |       |          |         |           |                    |                      | This day begins with fresh breeze from the East. gradually drawing southerly, sea moderate, sky clear.   |
| 3   | N 1/2 E | 5 1/2                 | East                           |       |          |         |           |                    |                      | Cumulus from the E.S.                                                                                    |
| 4   |         | 5 1/2                 |                                |       |          |         |           |                    |                      |                                                                                                          |
| 5   |         | 5 1/2                 |                                |       |          |         |           |                    |                      | People employed painting Pop. & various other Sundries.                                                  |
| 6   |         | 5 1/2                 |                                |       |          |         |           |                    |                      |                                                                                                          |
| 7   | N 1/2 E | 5 1/2                 | E 1/2 E                        |       |          |         |           |                    |                      |                                                                                                          |
| 8   |         | 5 1/2                 |                                |       |          |         |           |                    |                      |                                                                                                          |
| 9   |         | 5 1/2                 |                                |       |          |         |           |                    |                      | Tradesmen at their trades.                                                                               |
| 10  |         | 5 1/2                 |                                |       |          |         |           |                    |                      |                                                                                                          |
| 11  |         | 5 1/2                 |                                |       |          |         |           |                    |                      |                                                                                                          |
| 12  | N 1/2 E | 5 1/2                 | SE                             | 6     |          |         |           |                    |                      |                                                                                                          |
| 1   |         | 5 1/2                 |                                |       |          |         |           |                    |                      | continued fresh breeze, steady throughout the remainder of this day. weather sea, & sky as above stated. |
| 2   |         | 5 1/2                 |                                |       |          |         |           |                    |                      |                                                                                                          |
| 3   |         | 5 1/2                 |                                |       |          |         |           |                    |                      |                                                                                                          |
| 4   |         | 5 1/2                 |                                |       |          |         |           |                    |                      |                                                                                                          |
| 5   |         | 5 1/2                 |                                |       |          |         |           |                    |                      |                                                                                                          |
| 6   |         | 5 1/2                 |                                |       |          |         |           |                    |                      |                                                                                                          |
| 7   |         | 5 1/2                 |                                |       |          |         |           |                    |                      |                                                                                                          |
| 8   |         | 5 1/2                 |                                |       |          |         |           |                    |                      | All light lookouts pumps & Ventilators strictly attended to.                                             |
| 9   |         | 5 1/2                 |                                |       |          |         |           |                    |                      |                                                                                                          |
| 10  |         | 5 1/2                 |                                |       |          |         |           |                    |                      |                                                                                                          |
| 11  |         | 5 1/2                 |                                |       |          |         |           |                    |                      |                                                                                                          |
| 12  |         | 5 1/2                 |                                |       |          |         |           |                    |                      |                                                                                                          |

BEARING &amp; DISTANCE AT NOON.

| COURSE  | DISTANCE | Difference Latitude | Departure | Latitude by Account | Latitude Observed | Difference of Longitude | Longitude by Account | Longitude by Chronometer | Longitude Observed | Variation | Distance Run per Patent Log |
|---------|----------|---------------------|-----------|---------------------|-------------------|-------------------------|----------------------|--------------------------|--------------------|-----------|-----------------------------|
| N 1/2 E | 138.     | 124'                | 145       | 27° 15'             | 27° 09'           | 12"                     | 44° 11'              | 44° 10'                  | 44° 10'            | 1"        | —                           |

ON THE LOOK-OUT

NAME

LANTERNS HUNG OUT

|      |    |    |    |
|------|----|----|----|
| From | 6  | To | 8  |
|      | 8  | To | 10 |
|      | 10 | To | 12 |
|      | 12 | To | 2  |
|      | 2  | To | 4  |
|      | 4  | To | 6  |

Flies  
Bell  
Edwell  
Murray  
Parsons

From Sunset To Sunrise

C Richmond

Mate.

Master.

CHIEF OFFICER'S LOG.

CHIEF OFFICER'S LOG.

| Hrs | Course        | Distance Run | WINDS—see Formula | Direction | Force    | Sail Set | Lee Way | Barometer    | Temperature Air | Temperature Water | Remarks, &c.                                                                                                                          |
|-----|---------------|--------------|-------------------|-----------|----------|----------|---------|--------------|-----------------|-------------------|---------------------------------------------------------------------------------------------------------------------------------------|
|     |               | Knots        | Fathoms           |           |          |          |         |              |                 |                   |                                                                                                                                       |
|     | <i>N 6° E</i> | <i>6</i>     | <i>2</i>          | <i>SE</i> | <i>4</i> |          |         | <i>30.68</i> | <i>61</i>       | <i>7</i>          | <i>Friday April 10<sup>th</sup> 18 96</i>                                                                                             |
| 1   |               | <i>6</i>     | <i>2</i>          |           |          |          |         |              |                 |                   | <i>This day begins with fresh breeze from SE. yards squared on two points, shrouy, sea moderate, sky otherwise clear, &amp; fine.</i> |
| 2   |               | <i>6</i>     | <i>2</i>          |           |          |          |         |              |                 |                   |                                                                                                                                       |
| 3   |               | <i>6</i>     | <i>2</i>          |           |          |          |         |              |                 |                   |                                                                                                                                       |
| 4   |               | <i>6</i>     | <i>2</i>          |           |          |          |         |              |                 |                   |                                                                                                                                       |
| 5   |               | <i>6</i>     | <i>2</i>          |           |          |          |         |              |                 |                   |                                                                                                                                       |
| 6   |               | <i>6</i>     | <i>2</i>          |           |          |          |         |              |                 |                   | <i>People variously employed.</i>                                                                                                     |
| 7   |               | <i>6</i>     | <i>2</i>          |           |          |          |         |              |                 |                   | <i>Headlines at their trade</i>                                                                                                       |
| 8   |               | <i>6</i>     | <i>2</i>          |           |          |          |         |              |                 |                   |                                                                                                                                       |
| 9   |               | <i>6</i>     | <i>2</i>          |           |          |          |         |              |                 |                   |                                                                                                                                       |
| 10  |               | <i>6</i>     | <i>2</i>          |           |          |          |         |              |                 |                   |                                                                                                                                       |
| 11  |               | <i>6</i>     | <i>2</i>          |           |          |          |         |              |                 |                   |                                                                                                                                       |
| 12  | <i>N 6° E</i> | <i>6</i>     | <i>2</i>          | <i>SE</i> | <i>4</i> |          |         | <i>30.65</i> | <i>61</i>       | <i>7</i>          | <i>continued strong breeze steady, squally at times otherwise clear &amp; fine, sea moderate.</i>                                     |
| 1   |               | <i>7</i>     | <i>2</i>          |           |          |          |         |              |                 |                   |                                                                                                                                       |
| 2   |               | <i>7</i>     | <i>2</i>          |           |          |          |         |              |                 |                   |                                                                                                                                       |
| 3   |               | <i>7</i>     | <i>2</i>          |           |          |          |         |              |                 |                   |                                                                                                                                       |
| 4   |               | <i>7</i>     | <i>2</i>          |           |          |          |         |              |                 |                   |                                                                                                                                       |
| 5   |               | <i>7</i>     | <i>2</i>          |           |          |          |         |              |                 |                   |                                                                                                                                       |
| 6   |               | <i>7</i>     | <i>2</i>          |           |          |          |         |              |                 |                   |                                                                                                                                       |
| 7   |               | <i>7</i>     | <i>2</i>          |           |          |          |         |              |                 |                   |                                                                                                                                       |
| 8   |               | <i>7</i>     | <i>2</i>          |           |          |          |         |              |                 |                   | <i>All lights lookouts pumps &amp; ventilators strictly attended to.</i>                                                              |
| 9   |               | <i>7</i>     | <i>2</i>          |           |          |          |         |              |                 |                   |                                                                                                                                       |
| 10  |               | <i>7</i>     | <i>2</i>          |           |          |          |         |              |                 |                   |                                                                                                                                       |
| 11  |               | <i>7</i>     | <i>2</i>          |           |          |          |         |              |                 |                   |                                                                                                                                       |
| 12  |               | <i>7</i>     | <i>2</i>          |           |          |          |         |              |                 |                   |                                                                                                                                       |

BEARING & DISTANCE AT NOON

| Hrs | Course        | Distance Run | WINDS—see Formula | Direction | Force    | Sail Set | Lee Way | Barometer    | Temperature Air | Temperature Water | Remarks, &c.                                                                                                                                        |
|-----|---------------|--------------|-------------------|-----------|----------|----------|---------|--------------|-----------------|-------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------|
|     |               | Knots        | Fathoms           |           |          |          |         |              |                 |                   |                                                                                                                                                     |
|     | <i>N 6° E</i> | <i>6</i>     | <i>2</i>          | <i>SE</i> | <i>4</i> |          |         | <i>30.66</i> | <i>63</i>       | <i>7</i>          | <i>Saturday April 11<sup>th</sup> 18 96</i>                                                                                                         |
| 1   |               | <i>6</i>     | <i>2</i>          |           |          |          |         |              |                 |                   | <i>This day begins with fresh breeze from the SE very unsteady in direction for a point or two. sky cloudy overcast, weather fine sea moderate.</i> |
| 2   |               | <i>6</i>     | <i>2</i>          |           |          |          |         |              |                 |                   |                                                                                                                                                     |
| 3   |               | <i>6</i>     | <i>2</i>          |           |          |          |         |              |                 |                   |                                                                                                                                                     |
| 4   |               | <i>6</i>     | <i>2</i>          |           |          |          |         |              |                 |                   |                                                                                                                                                     |
| 5   |               | <i>6</i>     | <i>2</i>          |           |          |          |         |              |                 |                   |                                                                                                                                                     |
| 6   |               | <i>6</i>     | <i>2</i>          |           |          |          |         |              |                 |                   |                                                                                                                                                     |
| 7   |               | <i>6</i>     | <i>2</i>          |           |          |          |         |              |                 |                   | <i>People employed bending sails.</i>                                                                                                               |
| 8   |               | <i>6</i>     | <i>2</i>          |           |          |          |         |              |                 |                   | <i>sent 3<sup>rd</sup> Boat fore &amp; Main Lower topsails &amp; Mainmast</i>                                                                       |
| 9   |               | <i>6</i>     | <i>2</i>          |           |          |          |         |              |                 |                   |                                                                                                                                                     |
| 10  |               | <i>6</i>     | <i>2</i>          |           |          |          |         |              |                 |                   |                                                                                                                                                     |
| 11  |               | <i>6</i>     | <i>2</i>          |           |          |          |         |              |                 |                   |                                                                                                                                                     |
| 12  | <i>N 6° E</i> | <i>6</i>     | <i>2</i>          | <i>SE</i> | <i>6</i> |          |         | <i>30.65</i> | <i>62</i>       | <i>10</i>         |                                                                                                                                                     |
| 1   |               | <i>5</i>     | <i>2</i>          |           |          |          |         |              |                 |                   | <i>wind gradually lessening in force, weather sky &amp; sea as above mentioned</i>                                                                  |
| 2   |               | <i>5</i>     | <i>2</i>          |           |          |          |         |              |                 |                   |                                                                                                                                                     |
| 3   |               | <i>5</i>     | <i>2</i>          |           |          |          |         |              |                 |                   |                                                                                                                                                     |
| 4   |               | <i>5</i>     | <i>2</i>          |           |          |          |         |              |                 |                   |                                                                                                                                                     |
| 5   |               | <i>5</i>     | <i>2</i>          |           |          |          |         |              |                 |                   | <i>Carpenter oiling down aloft &amp; all Machinery around the decks.</i>                                                                            |
| 6   |               | <i>5</i>     | <i>2</i>          |           |          |          |         |              |                 |                   |                                                                                                                                                     |
| 7   |               | <i>5</i>     | <i>2</i>          |           |          |          |         |              |                 |                   |                                                                                                                                                     |
| 8   |               | <i>5</i>     | <i>2</i>          |           |          |          |         |              |                 |                   | <i>Decks washed down &amp; all berths to Cabin &amp; E thoroughly cleaned</i>                                                                       |
| 9   |               | <i>5</i>     | <i>2</i>          |           |          |          |         |              |                 |                   | <i>All lights lookouts pumps &amp; Ventilators strictly attended to.</i>                                                                            |
| 10  |               | <i>5</i>     | <i>2</i>          |           |          |          |         |              |                 |                   |                                                                                                                                                     |
| 11  |               | <i>5</i>     | <i>2</i>          |           |          |          |         |              |                 |                   |                                                                                                                                                     |
| 12  |               | <i>5</i>     | <i>2</i>          |           |          |          |         |              |                 |                   |                                                                                                                                                     |

BEARING & DISTANCE AT NOON

| COURSE         | DISTANCE    | Difference Latitude | Departure  | Latitude by Account | Latitude Observed | Difference of Longitude | Longitude by Account | Longitude by Chronometer | Longitude Observed | Variation | Distance Run per Patent Log |
|----------------|-------------|---------------------|------------|---------------------|-------------------|-------------------------|----------------------|--------------------------|--------------------|-----------|-----------------------------|
| <i>N 31° E</i> | <i>16.1</i> | <i>13.8</i>         | <i>8.8</i> | <i>29° 26'</i>      | <i>29° 53'</i>    | <i>90'</i>              | <i>43° 09'</i>       | <i>43° 09'</i>           | <i>43° 09'</i>     | <i>4"</i> |                             |

ON THE LOOK-OUT

NAME

LANTERNS HUNG OUT

From *6* To *8*  
*8* - *10*  
*10* - *12*  
*12* - *2*  
*2* - *4*  
*4* - *6*

*Res Pollak*  
*Murray*  
*Redwell*  
*Parsons*  
*Frederick*

From *lunar* To *lunar*

*C Richmond*

Mate.

Master.

| COURSE        | DISTANCE    | Difference Latitude | Departure | Latitude by Account | Latitude Observed | Difference of Longitude | Longitude by Account | Longitude by Chronometer | Longitude Observed | Variation  | Distance Run per Patent Log |
|---------------|-------------|---------------------|-----------|---------------------|-------------------|-------------------------|----------------------|--------------------------|--------------------|------------|-----------------------------|
| <i>N 6° E</i> | <i>13.5</i> | <i>12.4</i>         | <i>13</i> | <i>31° 29'</i>      | <i>31° 30'</i>    | <i>61</i>               | <i>48° 05'</i>       | <i>48° 06'</i>           | <i>48° 06'</i>     | <i>10"</i> |                             |

ON THE LOOK-OUT

NAME

LANTERNS HUNG OUT

From *6* To *8*  
*8* - *10*  
*10* - *12*  
*12* - *2*  
*2* - *4*  
*4* - *6*

*Res Pollak*  
*Frederick*  
*Murray*  
*Parsons*

From *lunar* To *lunar*

*C Richmond*

Mate.

Master.

Towards London

Towards London

Master

LOG of the  
FromEnterprise  
Napier

Towards London

## CHIEF OFFICER'S LOG

| Hrs | Course   | Distance Run |         | WINDS—see Formula |       |          |         | REMARKS, &c.                        |  |  |  |  |  |
|-----|----------|--------------|---------|-------------------|-------|----------|---------|-------------------------------------|--|--|--|--|--|
|     |          | Knots        | Fathoms | Direction         | Force | Sail Set | Lee Way |                                     |  |  |  |  |  |
| 1   | NE. 82 E | 8            |         | S. E.             | 8-    |          |         | Tuesday April 14 <sup>th</sup> 1896 |  |  |  |  |  |
| 2   |          | 8            |         |                   |       |          |         | This day begins with moderate       |  |  |  |  |  |
| 3   |          | 8            |         |                   |       |          |         | gale from the South. cloudy         |  |  |  |  |  |
| 4   |          | 8            |         |                   |       |          |         | gusty at times, wind well           |  |  |  |  |  |
| 5   |          | 8            |         |                   |       |          |         | abate the beam yard well in         |  |  |  |  |  |
| 6   |          | 8            |         |                   |       |          |         | sea rough & confused, vessel        |  |  |  |  |  |
| 7   |          | 8            |         |                   |       |          |         | driving heavily at times, gusts     |  |  |  |  |  |
| 8   |          | 8            |         |                   |       |          |         | becoming stronger towards mid       |  |  |  |  |  |
| 9   |          | 8            |         |                   |       |          |         | day. Small canvas                   |  |  |  |  |  |
| 10  |          | 8            |         |                   |       |          |         | People variously employed.          |  |  |  |  |  |
| 11  |          | 8            |         |                   |       |          |         |                                     |  |  |  |  |  |
| 12  | NE. 82 E | 8            |         | S. E.             | 8-    |          |         |                                     |  |  |  |  |  |
| 1   |          | 8            |         |                   |       |          |         | continued blowing fresh, steady     |  |  |  |  |  |
| 2   |          | 8            |         |                   |       |          |         | hazy around the horizon, sky        |  |  |  |  |  |
| 3   |          | 8            |         |                   |       |          |         | clear overhead, birds flying        |  |  |  |  |  |
| 4   |          | 8            |         |                   |       |          |         | rapidly from the S.                 |  |  |  |  |  |
| 5   |          | 8            |         |                   |       |          |         |                                     |  |  |  |  |  |
| 6   |          | 8            |         |                   |       |          |         |                                     |  |  |  |  |  |
| 7   |          | 8            |         |                   |       |          |         | All lights lookouts pumps &         |  |  |  |  |  |
| 8   |          | 8            |         |                   |       |          |         | Ventilator strictly attended to.    |  |  |  |  |  |
| 9   |          | 8            |         |                   |       |          |         |                                     |  |  |  |  |  |
| 10  |          | 8            |         |                   |       |          |         | weather becoming fine gust          |  |  |  |  |  |
| 11  |          | 8            |         |                   |       |          |         | less, sea subsiding. Set all        |  |  |  |  |  |
| 12  |          | 8            |         |                   |       |          |         | out.                                |  |  |  |  |  |

BEARING &amp; DISTANCE AT NOON

| COURSE  | DISTANCE | Difference Latitude | Departure | Latitude by Account | Latitude Observed | Difference of Longitude | Longitude by Account | Longitude by Chronometer | Longitude Observed | Variation Error | Distance Run per Patent Log |
|---------|----------|---------------------|-----------|---------------------|-------------------|-------------------------|----------------------|--------------------------|--------------------|-----------------|-----------------------------|
| N 47° E | 194      | 144                 | 130       | 37° 44'             | 37° 45'           | 164                     | 35° 18'              | 35° 14'                  | 35° 15'            | 15"             |                             |

ON THE LOOK-OUT

| From |    | To |    | NAME    | From   |         | To |  | LANTERNS HUNG OUT |
|------|----|----|----|---------|--------|---------|----|--|-------------------|
| 6    | 8  | 8  | 10 | Magnum  | Sunset | Sunrise |    |  |                   |
| 10   | 12 | 10 | 12 | Long    |        |         |    |  |                   |
| 12   | 2  | 12 | 2  | Redmill |        |         |    |  |                   |
| 2    | 4  | 2  | 4  | Redmill |        |         |    |  |                   |
| 4    | 6  | 4  | 6  | Redmill |        |         |    |  |                   |

C Richmond

Mate.

Master.

LOG of the  
FromEnterprise  
Napier

Towards London

## CHIEF OFFICER'S LOG

| Hrs | Course | Distance Run |         | WINDS—see Formula |       |          |         | REMARKS, &c.                             |  |  |  |  |  |
|-----|--------|--------------|---------|-------------------|-------|----------|---------|------------------------------------------|--|--|--|--|--|
|     |        | Knots        | Fathoms | Direction         | Force | Sail Set | Lee Way |                                          |  |  |  |  |  |
| 1   | ENE    | 8            |         | S.                | 8-    |          |         | Wednesday April 16 <sup>th</sup> 1896    |  |  |  |  |  |
| 2   |        | 8            |         |                   |       |          |         | This day begins with strong wind         |  |  |  |  |  |
| 3   |        | 8            |         |                   |       |          |         | from the South. hazy around horizon      |  |  |  |  |  |
| 4   |        | 8            |         |                   |       |          |         | clear overhead, clouds from South.       |  |  |  |  |  |
| 5   |        | 8            |         |                   |       |          |         | sea moderate.                            |  |  |  |  |  |
| 6   |        | 8            |         |                   |       |          |         | People employed bending out              |  |  |  |  |  |
| 7   |        | 8            |         |                   |       |          |         | foremast, topgallant sails & top. also   |  |  |  |  |  |
| 8   |        | 8            |         |                   |       |          |         | painting brown & green around the        |  |  |  |  |  |
| 9   |        | 8            |         |                   |       |          |         | deck.                                    |  |  |  |  |  |
| 10  |        | 8            |         |                   |       |          |         | Signalled ship J. B. Walker of Lomastown |  |  |  |  |  |
| 11  |        | 8            |         |                   |       |          |         | Mame V. asked to be reported.            |  |  |  |  |  |
| 12  |        | 8            |         |                   |       |          |         | some listening, weather becoming         |  |  |  |  |  |
| 1   | ENE    | 7            |         |                   |       |          |         | fine in appearance sea moderate          |  |  |  |  |  |
| 2   |        | 7            |         |                   |       |          |         | wind steady.                             |  |  |  |  |  |
| 3   |        | 7            |         |                   |       |          |         |                                          |  |  |  |  |  |
| 4   |        | 7            |         |                   |       |          |         | Truller at skin trade                    |  |  |  |  |  |
| 5   |        | 7            |         |                   |       |          |         |                                          |  |  |  |  |  |
| 6   |        | 7            |         |                   |       |          |         | Signalled Rango West Australian          |  |  |  |  |  |
| 7   |        | 7            |         |                   |       |          |         | 103 days out from Port Moresby for       |  |  |  |  |  |
| 8   |        | 7            |         |                   |       |          |         | London.                                  |  |  |  |  |  |
| 9   |        | 7            |         |                   |       |          |         |                                          |  |  |  |  |  |
| 10  |        | 7            |         |                   |       |          |         | All lights lookouts pumps &              |  |  |  |  |  |
| 11  |        | 7            |         |                   |       |          |         | Ventilator strictly attended to.         |  |  |  |  |  |
| 12  |        | 7            |         |                   |       |          |         |                                          |  |  |  |  |  |

BEARING &amp; DISTANCE AT NOON

| COURSE  | DISTANCE | Difference Latitude | Departure | Latitude by Account | Latitude Observed | Difference of Longitude | Longitude by Account | Longitude by Chronometer | Longitude Observed | Variation Error | Distance Run per Patent Log |
|---------|----------|---------------------|-----------|---------------------|-------------------|-------------------------|----------------------|--------------------------|--------------------|-----------------|-----------------------------|
| N 47° E | 180      | 127                 | 130       | 39° 46'             | 39° 45'           | 168                     | 35° 25'              | 35° 26'                  | 35° 27'            | 00"             |                             |

ON THE LOOK-OUT

| From |    | To |    | NAME    | From   |         | To |  | LANTERNS HUNG OUT |
|------|----|----|----|---------|--------|---------|----|--|-------------------|
| 6    | 8  | 8  | 10 | Long    | Sunset | Sunrise |    |  |                   |
| 10   | 12 | 10 | 12 | Magnum  |        |         |    |  |                   |
| 12   | 2  | 12 | 2  | Redmill |        |         |    |  |                   |
| 2    | 4  | 2  | 4  | Redmill |        |         |    |  |                   |
| 4    | 6  | 4  | 6  | Redmill |        |         |    |  |                   |

C Richmond

Mate.

Master.

CHIEF OFFICER'S LOG

| Hrs | Source | Kind | Path | Direction | Force | Sail Set | Lee Way | Thermometer | Barometer | Temperature Air | Temperature Water | Direction | REMARKS, &c.                                                        |
|-----|--------|------|------|-----------|-------|----------|---------|-------------|-----------|-----------------|-------------------|-----------|---------------------------------------------------------------------|
|     |        |      |      |           |       |          |         |             |           |                 |                   |           | Thursday April 16 <sup>th</sup> 1896.                               |
| 1   | East   | 6    | 4    | SE        | 6     |          |         | 54.00       | 30.16     | 20              |                   |           | This day begins with fresh breeze from N. cloudy fine sea moderate. |
| 2   |        | 6    | 4    |           |       |          |         |             |           |                 |                   |           |                                                                     |
| 3   |        | 6    | 4    |           |       |          |         |             |           |                 |                   |           |                                                                     |
| 4   |        | 6    | 4    |           |       |          |         |             |           |                 |                   |           |                                                                     |
| 5   |        | 6    | 4    |           |       |          |         |             |           |                 |                   |           | People variously employed                                           |
| 6   |        | 6    | 4    |           |       |          |         |             |           |                 |                   |           | Went on cable on anchor and                                         |
| 7   |        | 6    | 4    |           |       |          |         |             |           |                 |                   |           | painting around the deck.                                           |
| 8   |        | 6    | 4    |           |       |          |         |             |           |                 |                   |           |                                                                     |
| 9   |        | 6    | 4    |           |       |          |         |             |           |                 |                   |           | Tradesmen at their trade                                            |
| 10  |        | 6    | 4    |           |       |          |         |             |           |                 |                   |           |                                                                     |
| 11  |        | 6    | 4    |           |       |          |         |             |           |                 |                   |           |                                                                     |
| 12  | East   | 6    | 4    | SE        | 6     |          |         | 54.00       | 30.16     | 20              |                   |           |                                                                     |
| 1   |        | 5    | 4    |           |       |          |         |             |           |                 |                   |           | Breeze steady in direction but moderating slightly in force         |
| 2   |        | 5    | 4    |           |       |          |         |             |           |                 |                   |           | sky cloudy overcast weather fine, sea moderate.                     |
| 3   |        | 5    | 4    |           |       |          |         |             |           |                 |                   |           |                                                                     |
| 4   |        | 5    | 4    |           |       |          |         |             |           |                 |                   |           |                                                                     |
| 5   |        | 5    | 4    |           |       |          |         |             |           |                 |                   |           |                                                                     |
| 6   |        | 5    | 4    |           |       |          |         |             |           |                 |                   |           | Two Barque in sight to be westward.                                 |
| 7   |        | 5    | 4    |           |       |          |         |             |           |                 |                   |           |                                                                     |
| 8   |        | 5    | 4    |           |       |          |         |             |           |                 |                   |           |                                                                     |
| 9   |        | 5    | 4    |           |       |          |         |             |           |                 |                   |           |                                                                     |
| 10  |        | 5    | 4    |           |       |          |         |             |           |                 |                   |           | All lights lookouts pumps + Ventilators strictly attended to.       |
| 11  |        | 5    | 4    |           |       |          |         |             |           |                 |                   |           |                                                                     |
| 12  |        | 5    | 4    |           |       |          |         |             |           |                 |                   |           |                                                                     |

BEARING & DISTANCE AT NOON

| COURSE  | DISTANCE | Difference Latitude | Departure | Latitude by Account | Latitude Observed | Difference of Longitude | Longitude by Account | Longitude by Chronometer | Longitude Observed | Variation | Distance Run per Patent Log |
|---------|----------|---------------------|-----------|---------------------|-------------------|-------------------------|----------------------|--------------------------|--------------------|-----------|-----------------------------|
| N 65° E | 14.8     | 60'                 | 12.7      | 40° 46'             | 40° 44'           | 169'                    | 29° 36'              | 29° 35'                  | 29° 36'            | 23" N     | —                           |

ON THE LOOK-OUT

| From | To |
|------|----|
| 8    | 10 |
| 10   | 12 |
| 12   | 2  |
| 2    | 4  |
| 4    | 6  |
| 6    | 8  |

NAME

Magnum  
Longy  
Pallat  
Ridwell  
Kiss

LANTERNS HUNG OUT

From Sunset To Sunrise

C Richmond

Mate.

Master.

CHIEF OFFICER'S LOG.

| Hrs | Source | Kind | Path | Direction | Force | Sail Set | Lee Way | Thermometer | Barometer | Temperature Air | Temperature Water | Direction | REMARKS, &c.                                                                                                                          |
|-----|--------|------|------|-----------|-------|----------|---------|-------------|-----------|-----------------|-------------------|-----------|---------------------------------------------------------------------------------------------------------------------------------------|
|     |        |      |      |           |       |          |         |             |           |                 |                   |           | Friday April 17 <sup>th</sup> 1896.                                                                                                   |
| 1   | East   | 6    | 4    | SE        | 6     |          |         | 54.00       | 30.16     | 20              |                   |           | This day begins with fresh breeze gusty at intervals, sky cloudy + overcast, sea moderate, landred rays, gusts pretty strong at times |
| 2   |        | 6    | 4    |           |       |          |         |             |           |                 |                   |           | People employed variously                                                                                                             |
| 3   |        | 6    | 4    |           |       |          |         |             |           |                 |                   |           | Tradesmen at their trade                                                                                                              |
| 4   |        | 6    | 4    |           |       |          |         |             |           |                 |                   |           |                                                                                                                                       |
| 5   |        | 6    | 4    |           |       |          |         |             |           |                 |                   |           |                                                                                                                                       |
| 6   |        | 6    | 4    |           |       |          |         |             |           |                 |                   |           |                                                                                                                                       |
| 7   |        | 6    | 4    |           |       |          |         |             |           |                 |                   |           |                                                                                                                                       |
| 8   |        | 6    | 4    |           |       |          |         |             |           |                 |                   |           |                                                                                                                                       |
| 9   |        | 6    | 4    |           |       |          |         |             |           |                 |                   |           |                                                                                                                                       |
| 10  |        | 6    | 4    |           |       |          |         |             |           |                 |                   |           |                                                                                                                                       |
| 11  |        | 6    | 4    |           |       |          |         |             |           |                 |                   |           |                                                                                                                                       |
| 12  | East   | 6    | 4    | SE        | 6     |          |         | 54.00       | 30.16     | 20              |                   |           | Continued stiff breeze with heavy gusts at times, sky cloudy + overcast, sea getting rough.                                           |
| 1   |        | 5    | 4    |           |       |          |         |             |           |                 |                   |           | Two Barque in company going same way.                                                                                                 |
| 2   |        | 5    | 4    |           |       |          |         |             |           |                 |                   |           |                                                                                                                                       |
| 3   |        | 5    | 4    |           |       |          |         |             |           |                 |                   |           |                                                                                                                                       |
| 4   |        | 5    | 4    |           |       |          |         |             |           |                 |                   |           |                                                                                                                                       |
| 5   |        | 5    | 4    |           |       |          |         |             |           |                 |                   |           |                                                                                                                                       |
| 6   |        | 5    | 4    |           |       |          |         |             |           |                 |                   |           |                                                                                                                                       |
| 7   |        | 5    | 4    |           |       |          |         |             |           |                 |                   |           |                                                                                                                                       |
| 8   |        | 5    | 4    |           |       |          |         |             |           |                 |                   |           |                                                                                                                                       |
| 9   |        | 5    | 4    |           |       |          |         |             |           |                 |                   |           |                                                                                                                                       |
| 10  |        | 5    | 4    |           |       |          |         |             |           |                 |                   |           | All lights lookouts pumps + Ventilators strictly attended to.                                                                         |
| 11  |        | 5    | 4    |           |       |          |         |             |           |                 |                   |           |                                                                                                                                       |
| 12  |        | 5    | 4    |           |       |          |         |             |           |                 |                   |           |                                                                                                                                       |

BEARING & DISTANCE AT NOON

| COURSE  | DISTANCE | Difference Latitude | Departure | Latitude by Account | Latitude Observed | Difference of Longitude | Longitude by Account | Longitude by Chronometer | Longitude Observed | Variation | Distance Run per Patent Log |
|---------|----------|---------------------|-----------|---------------------|-------------------|-------------------------|----------------------|--------------------------|--------------------|-----------|-----------------------------|
| N 60° E | 14.7     | 85'                 | 14.9      | 40° 11'             | 40° 17'           | 301'                    | 26° 15'              | 26° 15'                  | 26° 15'            | 23" N     | —                           |

ON THE LOOK-OUT

| From | To |
|------|----|
| 6    | 8  |
| 8    | 10 |
| 10   | 12 |
| 12   | 2  |
| 2    | 4  |
| 4    | 6  |

NAME

Longy  
Magnum  
Pallat  
Ridwell  
Kiss

LANTERNS HUNG OUT

From Sunset To Sunrise

C Richmond

Mate.

Master.

LOG of the

From

Enterprise  
Napier

Towards

London

## CHIEF OFFICER'S LOG

| Hrs | Course | Distance Run |         | WINDS—see Formula |       | Sail Set | Lee Way | Barometer | Temperature Air | Temperature Water | Deviation | REMARKS, &c.                                                                                      |
|-----|--------|--------------|---------|-------------------|-------|----------|---------|-----------|-----------------|-------------------|-----------|---------------------------------------------------------------------------------------------------|
|     |        | Knots        | Fathoms | Direction         | Force |          |         |           |                 |                   |           |                                                                                                   |
| 1   | East   | 4            |         | South             | 4     |          |         | 55.56     |                 |                   |           | This day begins with stiff breeze from the Southward, squally, sea rough, sky clouded & overcast. |
| 2   |        | 4            |         |                   |       |          |         |           |                 |                   |           |                                                                                                   |
| 3   |        | 4            |         |                   |       |          |         |           |                 |                   |           |                                                                                                   |
| 4   |        | 4            |         |                   |       |          |         |           |                 |                   |           |                                                                                                   |
| 5   |        | 4            |         |                   |       |          |         |           |                 |                   |           |                                                                                                   |
| 6   |        | 4            |         |                   |       |          |         |           |                 |                   |           | People variously employed around the deck at sundry jobs.                                         |
| 7   |        | 4            |         |                   |       |          |         |           |                 |                   |           |                                                                                                   |
| 8   |        | 4            |         |                   |       |          |         |           |                 |                   |           |                                                                                                   |
| 9   |        | 4            |         |                   |       |          |         |           |                 |                   |           |                                                                                                   |
| 10  |        | 4            |         |                   |       |          |         |           |                 |                   |           |                                                                                                   |
| 11  |        | 4            |         |                   |       |          |         |           |                 |                   |           | Continued storm & southerly wind, gusty, sea, sky & weather as above stated.                      |
| 12  | East   | 4            |         | South             | 4     |          |         | 55.52     |                 |                   |           |                                                                                                   |
| 1   |        | 4            |         |                   |       |          |         |           |                 |                   |           |                                                                                                   |
| 2   |        | 4            |         |                   |       |          |         |           |                 |                   |           |                                                                                                   |
| 3   |        | 4            |         |                   |       |          |         |           |                 |                   |           |                                                                                                   |
| 4   |        | 4            |         |                   |       |          |         |           |                 |                   |           | Carpenter Oiled down aloft & all machinery around the deck.                                       |
| 5   |        | 4            |         |                   |       |          |         |           |                 |                   |           |                                                                                                   |
| 6   |        | 4            |         |                   |       |          |         |           |                 |                   |           |                                                                                                   |
| 7   |        | 4            |         |                   |       |          |         |           |                 |                   |           |                                                                                                   |
| 8   |        | 4            |         |                   |       |          |         |           |                 |                   |           |                                                                                                   |
| 9   |        | 4            |         |                   |       |          |         |           |                 |                   |           | Deck washed down, & all Boats to Easter &c.                                                       |
| 10  |        | 4            |         |                   |       |          |         |           |                 |                   |           |                                                                                                   |
| 11  |        | 4            |         |                   |       |          |         |           |                 |                   |           |                                                                                                   |
| 12  |        | 4            |         |                   |       |          |         |           |                 |                   |           |                                                                                                   |
| 1   |        | 4            |         |                   |       |          |         |           |                 |                   |           |                                                                                                   |

BEARING &amp; DISTANCE AT NOON

| COURSE   | DISTANCE | Difference Latitude | Departure | Latitude by Account | Latitude Observed | Difference of Longitude | Longitude by Account | Longitude by Chronometer | Longitude Observed | Variation | Distance Run per Patent Log |
|----------|----------|---------------------|-----------|---------------------|-------------------|-------------------------|----------------------|--------------------------|--------------------|-----------|-----------------------------|
| 165° 30' | 146.     | 44.                 | 160.      | 43° 18'             | 43° 26'           | 218.                    | 22° 34'              | 22° 39'                  | 22° 39'            | 5'        | —                           |

ON THE LOOK-OUT

From 6 To 8  
8 To 10  
10 To 12  
12 To 2  
2 To 4  
4 To 6

NAME

Magnum  
Pallot  
Hes  
Redwell  
Kied

LANTERNS HUNG OUT

From Sunset To Sunrise

C Richmond

Mate.

Master.

LOG of the

From

Enterprise  
Napier

Towards

London

## CHIEF OFFICER'S LOG.

| Hrs | Course | Distance Run |         | WINDS—see Formula |       | Sail Set | Lee Way | Barometer | Temperature Air | Temperature Water | Deviation | REMARKS, &c.                                                                                                                                                                             |
|-----|--------|--------------|---------|-------------------|-------|----------|---------|-----------|-----------------|-------------------|-----------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|     |        | Knots        | Fathoms | Direction         | Force |          |         |           |                 |                   |           |                                                                                                                                                                                          |
| 1   | East   | 4            |         | South             | 6     |          |         | 54.24     |                 |                   |           | This day begins with strong wind gradually lessening in force sky den. weaker fine sea moderate several vessels in sight going same way.                                                 |
| 2   |        | 4            |         |                   |       |          |         |           |                 |                   |           |                                                                                                                                                                                          |
| 3   |        | 4            |         |                   |       |          |         |           |                 |                   |           |                                                                                                                                                                                          |
| 4   |        | 4            |         |                   |       |          |         |           |                 |                   |           |                                                                                                                                                                                          |
| 5   |        | 6            |         |                   | 4     |          |         |           |                 |                   |           |                                                                                                                                                                                          |
| 9   |        | 6            |         |                   |       |          |         |           |                 |                   |           | Sunday Respected.                                                                                                                                                                        |
| 7   |        | 6            |         |                   |       |          |         |           |                 |                   |           |                                                                                                                                                                                          |
| 8   |        | 6            |         |                   |       |          |         |           |                 |                   |           |                                                                                                                                                                                          |
| 9   |        | 6            |         |                   |       |          |         |           |                 |                   |           |                                                                                                                                                                                          |
| 10  |        | 6            |         |                   |       |          |         |           |                 |                   |           |                                                                                                                                                                                          |
| 11  |        | 6            |         |                   |       |          |         |           |                 |                   |           | pleasant breeze, but gradually falling light sky cleared with soft detached cumulus clouds indication of less wind, & very fine weather sea becoming smooth, slight swell from the East. |
| 12  |        | 6            |         | South             | 6     |          |         | 54.19     |                 |                   |           |                                                                                                                                                                                          |
| 1   | On     | 5            |         |                   |       |          |         |           |                 |                   |           |                                                                                                                                                                                          |
| 2   |        | 5            |         |                   |       |          |         |           |                 |                   |           |                                                                                                                                                                                          |
| 3   |        | 5            |         |                   |       |          |         |           |                 |                   |           |                                                                                                                                                                                          |
| 4   |        | 5            |         |                   | 5     |          |         |           |                 |                   |           | All light lookout pumps & Ventilator & strictly attended to.                                                                                                                             |
| 5   |        | 5            |         |                   |       |          |         |           |                 |                   |           |                                                                                                                                                                                          |
| 9   |        | 5            |         |                   |       |          |         |           |                 |                   |           |                                                                                                                                                                                          |
| 7   |        | 5            |         |                   |       |          |         |           |                 |                   |           |                                                                                                                                                                                          |
| 8   |        | 5            |         |                   |       |          |         |           |                 |                   |           |                                                                                                                                                                                          |
| 9   |        | 5            |         |                   |       |          |         |           |                 |                   |           | All light lookout pumps & Ventilator & strictly attended to.                                                                                                                             |
| 10  |        | 5            |         |                   |       |          |         |           |                 |                   |           |                                                                                                                                                                                          |
| 11  |        | 5            |         |                   |       |          |         |           |                 |                   |           |                                                                                                                                                                                          |
| 12  |        | 5            |         |                   |       |          |         |           |                 |                   |           |                                                                                                                                                                                          |
| 1   |        | 5            |         |                   |       |          |         |           |                 |                   |           |                                                                                                                                                                                          |

BEARING &amp; DISTANCE AT NOON

| COURSE  | DISTANCE | Difference Latitude | Departure | Latitude by Account | Latitude Observed | Difference of Longitude | Longitude by Account | Longitude by Chronometer | Longitude Observed | Variation | Distance Run per Patent Log |
|---------|----------|---------------------|-----------|---------------------|-------------------|-------------------------|----------------------|--------------------------|--------------------|-----------|-----------------------------|
| 165° 6' | 136.     | 58.                 | 176.      | 44° 25'             | 44° 24'           | 144.                    | 19° 42'              | 19° 44'                  | 19° 44'            | 24"       | —                           |

ON THE LOOK-OUT

From 6 To 8  
8 To 10  
10 To 12  
12 To 2  
2 To 4  
4 To 6

NAME

Lony  
Mayrussen  
Hes  
Pallot  
Red  
Kied

LANTERNS HUNG OUT

From Sunset To Sunrise

C Richmond

Mate.

Master.

LOG of the

From

Enterprise  
Napier

Towards

London.

## CHIEF OFFICER'S LOG.

| Hrs | Course | Distance Run. |         | WINDS—see Formula. |        | Sail Set. | Lee Way | Barometer | Temperature Air | Temperature Water | Deviation | REMARKS, &c.                                                      |
|-----|--------|---------------|---------|--------------------|--------|-----------|---------|-----------|-----------------|-------------------|-----------|-------------------------------------------------------------------|
|     |        | Knots         | Fathoms | Direction.         | Force. |           |         |           |                 |                   |           |                                                                   |
| 1   | E.N.E. | 3             |         | 846                | 4      |           |         | 30.15     | 56.24           |                   |           | Monday April 20 <sup>th</sup> 1896                                |
| 2   |        | 3             |         |                    |        |           |         |           |                 |                   |           | This day begins with light mist from S.E. Sea smooth, sky cloudy. |
| 3   |        | 3             |         |                    |        |           |         |           |                 |                   |           | weather very fine, Easterly swell.                                |
| 4   |        | 3             |         |                    |        |           |         |           |                 |                   |           |                                                                   |
| 5   |        | 3             |         |                    |        |           |         |           |                 |                   |           | People employed painting out paint locks, Boatswain's Locker.     |
| 6   |        | 3             |         |                    |        |           |         |           |                 |                   |           | various other sundry jobs.                                        |
| 7   |        | 3             |         |                    |        |           |         |           |                 |                   |           |                                                                   |
| 8   |        | 3             |         |                    |        |           |         |           |                 |                   |           | Carpenter & Sailmaker at their respective trades.                 |
| 9   |        | 3             |         |                    |        |           |         |           |                 |                   |           |                                                                   |
| 10  |        | 3             |         |                    |        |           |         |           |                 |                   |           |                                                                   |
| 11  |        | 3             |         |                    |        |           |         |           |                 |                   |           |                                                                   |
| 12  | E.N.E. | 3             |         | 852                | 3      |           |         | 30.15     | 56.24           |                   |           |                                                                   |
| 1   |        | 2 1/2         |         |                    |        |           |         |           |                 |                   |           | Wind falling very light.                                          |
| 2   |        | 2 1/2         |         |                    |        |           |         |           |                 |                   |           | vessel launched at on Start.                                      |
| 3   |        | 2 1/2         |         |                    |        |           |         |           |                 |                   |           | Back. weather very fine, sea smooth, sky cloudy, overcast.        |
| 4   |        | 2 1/2         |         |                    |        |           |         |           |                 |                   |           |                                                                   |
| 5   |        | 2 1/2         |         |                    |        |           |         |           |                 |                   |           |                                                                   |
| 6   |        | 2 1/2         |         |                    |        |           |         |           |                 |                   |           | Several sail in sight.                                            |
| 7   |        | 2 1/2         |         |                    |        |           |         |           |                 |                   |           |                                                                   |
| 8   |        | 2 1/2         |         |                    |        |           |         |           |                 |                   |           |                                                                   |
| 9   |        | 2             |         |                    |        |           |         |           |                 |                   |           | All light lookout pumps & Ventilators strictly attended to.       |
| 10  |        | 2             |         |                    |        |           |         |           |                 |                   |           |                                                                   |
| 11  |        | 2             |         |                    |        |           |         |           |                 |                   |           |                                                                   |
| 12  |        | 2             |         |                    |        |           |         |           |                 |                   |           |                                                                   |

BEARING &amp; DISTANCE AT NOON

| COURSE | DISTANCE | Difference Latitude | Departure | Latitude by Account | Latitude Observed | Difference of Longitude | Longitude by Account | Longitude by Chronometer | Longitude Observed | Variation | Distance Run per Patent Log |
|--------|----------|---------------------|-----------|---------------------|-------------------|-------------------------|----------------------|--------------------------|--------------------|-----------|-----------------------------|
| 216°E  | 64.      | 55.                 | 53.       | 44.58.              | 45.00             | 44.                     | 18.24                | 18.30                    | 18.30              | 34'       |                             |

ON THE LOOK-OUT

| From | To |
|------|----|
| 6    | 8  |
| 8    | 10 |
| 10   | 12 |
| 12   | 2  |
| 2    | 4  |
| 4    | 6  |

NAME

Abramson  
Sherlock  
Long.  
Magnuson  
Hos.  
Pelleto.

LANTERNS HUNG OUT

From Sunset To Sunrise

BEARING &amp; DISTANCE AT NOON

| COURSE | DISTANCE | Difference Latitude | Departure | Latitude by Account | Latitude Observed | Difference of Longitude | Longitude by Account | Longitude by Chronometer | Longitude Observed | Variation | Distance Run per Patent Log |
|--------|----------|---------------------|-----------|---------------------|-------------------|-------------------------|----------------------|--------------------------|--------------------|-----------|-----------------------------|
| 218°E  | 98.      | 93.                 | 30        | 46.51               | 46.30             | 43.                     | 17.46                | 17.45                    | 17.45              | 24"       |                             |

ON THE LOOK-OUT

| From | To |
|------|----|
| 6    | 8  |
| 8    | 10 |
| 10   | 12 |
| 12   | 2  |
| 2    | 4  |
| 4    | 6  |

NAME

Sherlock  
Abramson  
Long.  
Magnuson  
Hos.  
Pelleto.

LANTERNS HUNG OUT

From Sunset To Sunrise

C Richmond

Mate.

Master.

C Richmond

Mate.

Master.

LOG of the

From

Enterprise  
Napier

Towards

London.

## CHIEF OFFICER'S LOG.

| Hrs | Course | Distance Run. |         | WINDS—see Formula. |        | Sail Set. | Lee Way | Barometer | Temperature Air | Temperature Water | Deviation | REMARKS, &c.                                                                              |
|-----|--------|---------------|---------|--------------------|--------|-----------|---------|-----------|-----------------|-------------------|-----------|-------------------------------------------------------------------------------------------|
|     |        | Knots         | Fathoms | Direction.         | Force. |           |         |           |                 |                   |           |                                                                                           |
| 1   | E.N.E. | 3             |         | 88.                | 3"     |           |         | 30.16     | 56.14           |                   |           | Tuesday April 21 <sup>st</sup> 1896.                                                      |
| 2   |        | 3             |         |                    |        |           |         |           |                 |                   |           | This day begins with moderate breeze, gradually drawing easterly.                         |
| 3   | N.E.   | 3             |         | E.N.E.             |        |           |         |           |                 |                   |           | weather fine, sea moderate, Easterly swell, sky cloudy & overcast.                        |
| 4   |        | 3             |         |                    |        |           |         |           |                 |                   |           |                                                                                           |
| 5   | N.E.   | 3             |         | E.N.E.             |        |           |         |           |                 |                   |           | People variously employed,                                                                |
| 9   |        | 3             |         |                    |        |           |         |           |                 |                   |           | hullmen at their trade.                                                                   |
| 7   |        | 3             |         |                    |        |           |         |           |                 |                   |           |                                                                                           |
| 8   |        | 3             |         |                    |        |           |         |           |                 |                   |           |                                                                                           |
| 9   |        | 4             |         |                    |        |           |         |           |                 |                   |           |                                                                                           |
| 10  |        | 4             |         |                    |        |           |         |           |                 |                   |           |                                                                                           |
| 11  |        | 4             |         |                    |        |           |         |           |                 |                   |           |                                                                                           |
| 12  | N.E.   | 4             |         | E.N.E.             |        |           |         | 30.16     | 56.14           |                   |           | Wind freshening rapidly into a moderate gale, Easterly swell growing, sea getting up.     |
| 1   |        | 4             |         |                    |        |           |         |           |                 |                   |           | handed Mizen topallumbers & royal, but fit fella staysail closed sharp up on Start. Back. |
| 2   |        | 4             |         |                    |        |           |         |           |                 |                   |           |                                                                                           |
| 3   |        | 4             |         |                    |        |           |         |           |                 |                   |           |                                                                                           |
| 4   |        | 5             |         |                    |        |           |         |           |                 |                   |           |                                                                                           |
| 5   |        | 5             |         |                    |        |           |         |           |                 |                   |           |                                                                                           |
| 9   |        | 5             |         |                    |        |           |         |           |                 |                   |           | vessel diving heavily at times, also taking quantities of water on board.                 |
| 7   |        | 5             |         |                    |        |           |         |           |                 |                   |           |                                                                                           |
| 8   |        | 5             |         |                    |        |           |         |           |                 |                   |           |                                                                                           |
| 9   |        | 5             |         |                    |        |           |         |           |                 |                   |           | All light lookout pumps & Ventilators strictly attended to.                               |
| 10  |        | 5             |         |                    |        |           |         |           |                 |                   |           |                                                                                           |
| 11  |        | 5             |         |                    |        |           |         |           |                 |                   |           |                                                                                           |
| 12  |        | 5             |         |                    |        |           |         |           |                 |                   |           |                                                                                           |

BEARING &amp; DISTANCE AT NOON

| COURSE | DISTANCE | Difference Latitude | Departure | Latitude by Account | Latitude Observed | Difference of Longitude | Longitude by Account | Longitude by Chronometer | Longitude Observed | Variation | Distance Run per Patent Log |
|--------|----------|---------------------|-----------|---------------------|-------------------|-------------------------|----------------------|--------------------------|--------------------|-----------|-----------------------------|
| 218°E  | 98.      | 93.                 | 30        | 46.51               | 46.30             | 43.                     | 17.46                | 17.45                    | 17.45              | 24"       |                             |

ON THE LOOK-OUT

| From | To |
|------|----|
| 6    | 8  |
| 8    | 10 |
| 10   | 12 |
| 12   | 2  |
| 2    | 4  |
| 4    | 6  |

NAME

Sherlock  
Abramson  
Long.  
Magnuson  
Hos.  
Pelleto.

LANTERNS HUNG OUT

From Sunset To Sunrise

LOG of the

From

Europe

Napier

Towards

London

## CHIEF OFFICER'S LOG

| Hrs | Course | Distance Run |         | WINDS—see Formula |       | Sail Set | Lee Way | Barometer | Temperature Air | Temperature Water | Deviation | REMARKS, &c.                       |
|-----|--------|--------------|---------|-------------------|-------|----------|---------|-----------|-----------------|-------------------|-----------|------------------------------------|
|     |        | Knots        | Fathoms | Direction         | Force |          |         |           |                 |                   |           |                                    |
| 1   | NE     | 4            |         | SE                | 9     |          |         | 30.6      | 13.5            |                   |           | Wednesday April 22 18 96           |
| 2   |        | 4            |         |                   |       |          |         |           |                 |                   |           | This day begins blowing a          |
| 3   |        | 4            |         |                   |       |          |         |           |                 |                   |           | strong ESE gale, with high         |
| 4   |        | 4            |         |                   |       |          |         |           |                 |                   |           | sea, hauled up the Spanish         |
| 5   |        | 4            |         |                   |       |          |         |           |                 |                   |           | 4. heading under lower Spanish     |
| 6   |        | 4            |         |                   |       |          |         |           |                 |                   |           | foremast + mainmast. vessel diving |
| 7   |        | 4            |         |                   |       |          |         |           |                 |                   |           | + streaming heavily + taking heavy |
| 8   |        | 4            |         |                   |       |          |         |           |                 |                   |           | water on board, sky clear          |
| 9   |        | 4            |         |                   |       |          |         |           |                 |                   |           |                                    |
| 10  |        | 4            |         |                   |       |          |         |           |                 |                   |           |                                    |
| 11  |        | 4            |         |                   |       |          |         |           |                 |                   |           |                                    |
| 12  | NE     | 4            |         | SE                | 9     |          |         | 30.6      | 13.5            |                   |           | continued strong gale but          |
| 1   |        | 4            |         |                   |       |          |         |           |                 |                   |           | gradually moderating towards       |
| 2   |        | 4            |         |                   |       |          |         |           |                 |                   |           | noon, set upper Spanish, fit       |
| 3   |        | 4            |         |                   |       |          |         |           |                 |                   |           | + reefed Spanish, continued        |
| 4   |        | 4            |         |                   |       |          |         |           |                 |                   |           | high sea, vessel diving            |
| 5   |        | 4            |         |                   |       |          |         |           |                 |                   |           | + streaming heavily + taking       |
| 6   |        | 5            |         |                   |       |          |         |           |                 |                   |           | large quantities of water on       |
| 7   |        | 5            |         |                   |       |          |         |           |                 |                   |           | board.                             |
| 8   |        | 5            |         |                   |       |          |         |           |                 |                   |           |                                    |
| 9   |        | 5            |         |                   |       |          |         |           |                 |                   |           | All lights look out pump           |
| 10  |        | 5            |         |                   |       |          |         |           |                 |                   |           | ventilation strictly attended to.  |
| 11  |        | 5            |         |                   |       |          |         |           |                 |                   |           |                                    |
| 12  |        | 5            |         |                   |       |          |         |           |                 |                   |           |                                    |

BEARING &amp; DISTANCE AT NOON

| COURSE | DISTANCE | Difference Latitude | Departure | Latitude by Account | Latitude Observed | Difference of Longitude | Longitude by Account | Longitude by Chronometer | Longitude Observed | Variation | Distance Run per Patent Log |
|--------|----------|---------------------|-----------|---------------------|-------------------|-------------------------|----------------------|--------------------------|--------------------|-----------|-----------------------------|
| 130° E | 103.     | 8.4                 | 124.      | 49° 44' 15"         | 50                | 16.36                   | 16.34                | 16.34                    | 16.34              | 211       |                             |

ON THE LOOK-OUT

| From |    | To | NAME      | LANTERNS HUNG OUT |                   |
|------|----|----|-----------|-------------------|-------------------|
| 6    | 8  |    | Abramson  | From              | Sunset To Sunrise |
| 8    | 10 |    | Shellock  |                   |                   |
| 10   | 12 |    | Loney     |                   |                   |
| 12   | 2  |    | Magnussen |                   |                   |
| 2    | 4  |    | Pollock   |                   |                   |
| 4    | 6  |    |           |                   |                   |

O Richmond

Mate.

Master.

LOG of the

From

Europe

Napier

Towards

London

## CHIEF OFFICER'S LOG.

| Hrs | Course | Distance Run |         | WINDS—see Formula |       | Sail Set | Lee Way | Barometer | Temperature Air | Temperature Water | Deviation | REMARKS, &c.                      |
|-----|--------|--------------|---------|-------------------|-------|----------|---------|-----------|-----------------|-------------------|-----------|-----------------------------------|
|     |        | Knots        | Fathoms | Direction         | Force |          |         |           |                 |                   |           |                                   |
| 1   | SE     | 5            |         | SE                | 4     |          |         | 30.6      | 14.5            |                   |           | Thursday April 23 18 96.          |
| 2   |        | 5            |         |                   |       |          |         |           |                 |                   |           | This day begins with rapidly      |
| 3   |        | 5            |         |                   |       |          |         |           |                 |                   |           | moderating wind + weather, sky    |
| 4   |        | 5            |         |                   |       |          |         |           |                 |                   |           | clearing + sea quickly subsiding  |
| 5   |        | 5            |         |                   |       |          |         |           |                 |                   |           | set all sail, wind inclined to    |
| 9   |        | 5            |         |                   |       |          |         |           |                 |                   |           | draw more southerly.              |
| 7   |        | 5            |         |                   |       |          |         |           |                 |                   |           | People variously employed         |
| 8   |        | 5            |         |                   |       |          |         |           |                 |                   |           | landmen at their respective       |
| 9   |        | 5            |         |                   |       |          |         |           |                 |                   |           | duties.                           |
| 10  |        | 5            |         |                   |       |          |         |           |                 |                   |           |                                   |
| 11  |        | 5            |         |                   |       |          |         |           |                 |                   |           |                                   |
| 12  | ENE    | 5            |         | SE                | 1     |          |         | 30.6      | 14.5            |                   |           | moderate breeze, clear + fine     |
| 1   |        | 5            |         |                   |       |          |         |           |                 |                   |           | sea moderate.                     |
| 2   |        | 5            |         |                   |       |          |         |           |                 |                   |           |                                   |
| 3   |        | 5            |         |                   |       |          |         |           |                 |                   |           | Signalled Bayne 'Chili' of        |
| 4   |        | 5            |         |                   |       |          |         |           |                 |                   |           | Dundee 28 days out from           |
| 5   |        | 5            |         |                   |       |          |         |           |                 |                   |           | Orinited for London.              |
| 9   |        | 5            |         |                   |       |          |         |           |                 |                   |           |                                   |
| 7   |        | 5            |         |                   |       |          |         |           |                 |                   |           |                                   |
| 8   |        | 5            |         |                   |       |          |         |           |                 |                   |           | All lights look out pump          |
| 9   |        | 4            |         |                   |       |          |         |           |                 |                   |           | ventilation strictly attended to. |
| 10  |        | 4            |         |                   |       |          |         |           |                 |                   |           |                                   |
| 11  |        | 4            |         |                   |       |          |         |           |                 |                   |           |                                   |
| 12  |        | 4            |         |                   |       |          |         |           |                 |                   |           |                                   |

BEARING &amp; DISTANCE AT NOON

| COURSE | DISTANCE | Difference Latitude | Departure | Latitude by Account | Latitude Observed | Difference of Longitude | Longitude by Account | Longitude by Chronometer | Longitude Observed | Variation | Distance Run per Patent Log |
|--------|----------|---------------------|-----------|---------------------|-------------------|-------------------------|----------------------|--------------------------|--------------------|-----------|-----------------------------|
| 154° E | 116.     | 6.4                 | 90.       | 49° 54'             | 49° 58'           | 13.4                    | 14.08                | 14.11                    | 14.11              | 24.5      |                             |

ON THE LOOK-OUT

| From |    | To | NAME      | LANTERNS HUNG OUT |                   |
|------|----|----|-----------|-------------------|-------------------|
| 6    | 8  |    | Shellock  | From              | Sunset To Sunrise |
| 8    | 10 |    | Abramson  |                   |                   |
| 10   | 12 |    | Magnussen |                   |                   |
| 12   | 2  |    | Loney     |                   |                   |
| 2    | 4  |    | Pollock   |                   |                   |
| 4    | 6  |    |           |                   |                   |

O Richmond

Mate.

Master.

LOG of the

From

Cuttyhunk  
Kapier

Towards

London

## CHIEF OFFICER'S LOG

| Hrs | Distance Run |         | WINDS—see Formula |       |          |         | REMARKS, &c.                       |  |  |  |
|-----|--------------|---------|-------------------|-------|----------|---------|------------------------------------|--|--|--|
|     | Knots        | Fathoms | Direction         | Force | Sail Set | Lee Way |                                    |  |  |  |
|     | Course       |         |                   |       |          |         | Friday April 24 <sup>th</sup> 1896 |  |  |  |
| 1   | 8 1/2 E.     | 3       | 7/8 N 3/4         | 4     |          |         | This day begins with light         |  |  |  |
| 2   |              | 3       |                   |       |          |         | winds from S. E. & cloudy &        |  |  |  |
| 3   |              | 3       |                   |       |          |         | fine sea becoming very smooth      |  |  |  |
| 4   |              | 3       |                   |       |          |         | Smell from N. W.                   |  |  |  |
| 5   |              | 3       |                   |       |          |         |                                    |  |  |  |
| 6   |              | 3       |                   |       |          |         | People employed Painting           |  |  |  |
| 7   |              | 3       |                   |       |          |         | Mast, various other sundries       |  |  |  |
| 8   |              | 3       |                   |       |          |         |                                    |  |  |  |
| 9   |              | 3       |                   |       |          |         | Tradesmen at their trades.         |  |  |  |
| 10  |              | 3       |                   |       |          |         |                                    |  |  |  |
| 11  |              | 3       |                   |       |          |         |                                    |  |  |  |
| 12  | 8 1/2 E.     | 3       | 7/8 N 3/4         | 4     |          |         |                                    |  |  |  |
| 1   |              | 3       |                   |       |          |         | Continued light winds              |  |  |  |
| 2   |              | 3       |                   |       |          |         | very fine weather, cloudy          |  |  |  |
| 3   |              | 3       |                   |       |          |         | Northeast. Sea smooth              |  |  |  |
| 4   |              | 3       |                   |       |          |         | Smell from the N. W.               |  |  |  |
| 5   |              | 3       |                   |       |          |         |                                    |  |  |  |
| 6   |              | 3       |                   |       |          |         |                                    |  |  |  |
| 7   |              | 3       |                   |       |          |         |                                    |  |  |  |
| 8   |              | 3       |                   |       |          |         | All lights look out pump           |  |  |  |
| 9   |              | 3       |                   |       |          |         | ventilation & strictly attended to |  |  |  |
| 10  |              | 3       |                   |       |          |         |                                    |  |  |  |
| 11  |              | 3       |                   |       |          |         |                                    |  |  |  |
| 12  |              | 3       |                   |       |          |         |                                    |  |  |  |

BEARING &amp; DISTANCE AT NOON

| COURSE | DISTANCE | Difference Latitude | Departure | Latitude by Account | Latitude Observed | Difference of Longitude | Longitude by Account | Longitude by Chronometer | Longitude Observed | Variation | Distance Run per Patent Log |
|--------|----------|---------------------|-----------|---------------------|-------------------|-------------------------|----------------------|--------------------------|--------------------|-----------|-----------------------------|
| East   | 48.      | --                  | 48.446    | 44.9                | 44.9              | 110                     | 17.20                | 17.20                    | 17.23              | 24"       |                             |

ON THE LOOKOUT

NAME

LANTERNS HUNG OUT

|      |    |    |    |          |  |  |  |  |  |  |  |
|------|----|----|----|----------|--|--|--|--|--|--|--|
| From | 6  | To | 8  |          |  |  |  |  |  |  |  |
|      | 8  |    | 10 | Abramson |  |  |  |  |  |  |  |
|      | 10 |    | 12 | Shulock  |  |  |  |  |  |  |  |
|      | 12 |    | 2  | Long     |  |  |  |  |  |  |  |
|      | 2  |    | 4  | Magnus   |  |  |  |  |  |  |  |
|      | 4  |    | 6  | Shulock  |  |  |  |  |  |  |  |
|      |    |    |    | Pullako  |  |  |  |  |  |  |  |

O Richmond

Mate.

Master.

LOG of the

From

Cuttyhunk  
Kapier

Towards

London.

## CHIEF OFFICER'S LOG.

| Hrs | Distance Run |         | WINDS—see Formula |       |          |         | REMARKS, &c.                          |  |  |  |
|-----|--------------|---------|-------------------|-------|----------|---------|---------------------------------------|--|--|--|
|     | Knots        | Fathoms | Direction         | Force | Sail Set | Lee Way |                                       |  |  |  |
|     | Course       |         |                   |       |          |         | Saturday April 25 <sup>th</sup> 1896  |  |  |  |
| 1   | 8 1/2 E.     | 4       | Dr                | 4     |          |         | This day begins with moderate         |  |  |  |
| 2   |              | 4       |                   |       |          |         | breeze from S. E. & cloudy & overcast |  |  |  |
| 3   |              | 4       |                   |       |          |         | light drizzling rain, sea smooth.     |  |  |  |
| 4   |              | 4       |                   |       |          |         | N. W. Smell.                          |  |  |  |
| 5   |              | 4       |                   |       |          |         |                                       |  |  |  |
| 9   |              | 4       |                   |       |          |         | People employed Skraping              |  |  |  |
| 7   |              | 4       |                   |       |          |         | Mast. & viling same when finished     |  |  |  |
| 8   |              | 4       |                   |       |          |         |                                       |  |  |  |
| 9   |              | 4       |                   |       |          |         | Carpenter oiling all machinery        |  |  |  |
| 10  |              | 4       |                   |       |          |         | 2 working, smoke & engine.            |  |  |  |
| 11  |              | 4       |                   |       |          |         |                                       |  |  |  |
| 12  | 8 1/2 E.     | 4       | West              | 4     |          |         |                                       |  |  |  |
| 1   |              | 4       |                   |       |          |         | Continued moderate breeze.            |  |  |  |
| 2   |              | 4       |                   |       |          |         | freshening slightly & drawing         |  |  |  |
| 3   |              | 4       |                   |       |          |         | westward. sky continued cloudy        |  |  |  |
| 4   |              | 4       |                   |       |          |         | Northeast unable to get any           |  |  |  |
| 5   |              | 4       |                   |       |          |         | observation at noon.                  |  |  |  |
| 9   |              | 4       |                   |       |          |         |                                       |  |  |  |
| 7   |              | 4       |                   |       |          |         | Several vessels passed going          |  |  |  |
| 8   |              | 4       |                   |       |          |         | opposite direction.                   |  |  |  |
| 9   |              | 4       |                   |       |          |         |                                       |  |  |  |
| 10  |              | 4       |                   |       |          |         | All lights look out pump &            |  |  |  |
| 11  |              | 4       |                   |       |          |         | ventilation & strictly attended to.   |  |  |  |
| 12  |              | 4       |                   |       |          |         |                                       |  |  |  |

BEARING &amp; DISTANCE AT NOON.

| COURSE | DISTANCE | Difference Latitude | Departure | Latitude by Account | Latitude Observed | Difference of Longitude | Longitude by Account | Longitude by Chronometer | Longitude Observed | Variation | Distance Run per Patent Log |
|--------|----------|---------------------|-----------|---------------------|-------------------|-------------------------|----------------------|--------------------------|--------------------|-----------|-----------------------------|
| 186°   | 108.     | 10.                 | 105.      | 49.16               | 49.16             | 161                     | 9.35                 | 9.34                     | 9.34               | 44"       | --                          |

ON THE LOOK-OUT

NAME

LANTERNS HUNG OUT

|      |    |    |    |          |  |  |  |  |  |  |  |
|------|----|----|----|----------|--|--|--|--|--|--|--|
| From | 6  | To | 8  |          |  |  |  |  |  |  |  |
|      | 8  |    | 10 | Shulock  |  |  |  |  |  |  |  |
|      | 10 |    | 12 | Abramson |  |  |  |  |  |  |  |
|      | 12 |    | 2  | Magnus   |  |  |  |  |  |  |  |
|      | 2  |    | 4  | Shulock  |  |  |  |  |  |  |  |
|      | 4  |    | 6  | Shulock  |  |  |  |  |  |  |  |

O Richmond

Mate.

Master.

LOG of the

From

Enterprise

Napier

Towards

London.

and by DOL

## CHIEF OFFICER'S LOG

| Hrs | Course | Distance Run |         | WINDS—see Formula |       | Sail Set | Lee Way | Barometer | Temperature Air | Temperature Water | Deviation | REMARKS, &c.                                                                           |
|-----|--------|--------------|---------|-------------------|-------|----------|---------|-----------|-----------------|-------------------|-----------|----------------------------------------------------------------------------------------|
|     |        | Knots        | Fathoms | Direction         | Force |          |         |           |                 |                   |           |                                                                                        |
| 1   | 6 x 7  | 5            |         | WNW               | 15    |          |         | 30.13     | 10.2            |                   |           | This day begins with fresh breeze from WNW, cloudy fine in appearance sea very smooth. |
| 2   |        | 5            |         |                   |       |          |         |           |                 |                   |           |                                                                                        |
| 3   |        | 5            |         |                   |       |          |         |           |                 |                   |           |                                                                                        |
| 4   |        | 5            |         |                   |       |          |         |           |                 |                   |           |                                                                                        |
| 5   |        | 5            |         |                   |       |          |         |           |                 |                   |           |                                                                                        |
| 6   |        | 5            |         |                   |       |          |         |           |                 |                   |           |                                                                                        |
| 7   |        | 5            |         |                   |       |          |         |           |                 |                   |           | Sunday Respected.                                                                      |
| 8   |        | 5            |         |                   |       |          |         |           |                 |                   |           |                                                                                        |
| 9   |        | 5            |         |                   |       |          |         |           |                 |                   |           |                                                                                        |
| 10  |        | 5            |         |                   |       |          |         |           |                 |                   |           |                                                                                        |
| 11  |        | 5            |         |                   |       |          |         |           |                 |                   |           |                                                                                        |
| 12  | 8 x 9  | 5            |         | NNW               | 15    |          |         | 30.10     | 10.2            |                   |           | Continued fresh breeze clearing, weather very fine, sea smooth.                        |
| 1   |        | 6            |         |                   |       |          |         |           |                 |                   |           |                                                                                        |
| 2   |        | 6            |         |                   |       |          |         |           |                 |                   |           |                                                                                        |
| 3   |        | 6            |         |                   |       |          |         |           |                 |                   |           |                                                                                        |
| 4   |        | 6            |         |                   |       |          |         |           |                 |                   |           |                                                                                        |
| 5   |        | 6            |         |                   |       |          |         |           |                 |                   |           |                                                                                        |
| 6   |        | 6            |         |                   |       |          |         |           |                 |                   |           | All light lookout pumps & Ventilator strictly attended to.                             |
| 7   |        | 6            |         |                   |       |          |         |           |                 |                   |           |                                                                                        |
| 8   |        | 6            |         |                   |       |          |         |           |                 |                   |           | Sighted Bishop Lighthouse                                                              |
| 9   |        | 5            |         |                   |       |          |         |           |                 |                   |           | Bearing N.E. 6 miles. 10.30 Abeam                                                      |
| 10  |        | 5            |         |                   |       |          |         |           |                 |                   |           |                                                                                        |
| 11  |        | 5            |         |                   |       |          |         |           |                 |                   |           |                                                                                        |
| 12  |        | 5            |         |                   |       |          |         |           |                 |                   |           | St. Helen Abeam N.E. 4 miles                                                           |

BEARING &amp; DISTANCE AT NOON

| COURSE  | DISTANCE | Difference Latitude | Departure | Latitude by Account | Latitude Observed | Difference of Longitude | Longitude by Account | Longitude by Chronometer | Longitude Observed | Variation | Distance Run per Patent Log |
|---------|----------|---------------------|-----------|---------------------|-------------------|-------------------------|----------------------|--------------------------|--------------------|-----------|-----------------------------|
| 143° E. | 124      | 35                  | 12.1      | 49° 45'             | 49° 45'           | 156                     | 6° 30'               | 6° 33'                   | 33"                |           |                             |

ON THE LOOK-OUT

| NAME   |    | LANTERNS HUNG OUT |         |
|--------|----|-------------------|---------|
| From   | To | From              | To      |
| 6      | 8  | Sunset            | Sunrise |
| 8      | 10 |                   |         |
| 10     | 12 |                   |         |
| 12     | 2  |                   |         |
| 2      | 4  |                   |         |
| 4      | 6  |                   |         |
| Mayer  |    | Johnston          |         |
| Loh    |    | Johnston          |         |
| Parker |    | Johnston          |         |
| Hes    |    | Johnston          |         |
| Stuart |    | Johnston          |         |
| Kleid  |    | Johnston          |         |

C. Richmond

Mate.

Master.

LOG of the

From

Enterprise

Napier

Towards

London.

## CHIEF OFFICER'S LOG

| Hrs | Course | Distance Run |         | WINDS—see Formula |       | Sail Set | Lee Way | Barometer | Temperature Air | Temperature Water | Deviation | REMARKS, &c.                                                                                                                           |
|-----|--------|--------------|---------|-------------------|-------|----------|---------|-----------|-----------------|-------------------|-----------|----------------------------------------------------------------------------------------------------------------------------------------|
|     |        | Knots        | Fathoms | Direction         | Force |          |         |           |                 |                   |           |                                                                                                                                        |
| 1   | 6 x 7  | 4            |         | West              | 4     |          |         | 30.15     | 10.2            |                   |           | This day begins with moderate light winds, very unsteady in force.                                                                     |
| 2   |        | 4            |         |                   |       |          |         |           |                 |                   |           |                                                                                                                                        |
| 3   |        | 4            |         |                   |       |          |         |           |                 |                   |           |                                                                                                                                        |
| 4   |        | 4            |         |                   |       |          |         |           |                 |                   |           | 4.30. Wolf Rock abeam. Bearing N.E. 4 miles                                                                                            |
| 5   |        | 4            |         |                   |       |          |         |           |                 |                   |           |                                                                                                                                        |
| 9   |        | 4            |         |                   |       |          |         |           |                 |                   |           | 6.30. Abeam Bearing N.E. 8 miles                                                                                                       |
| 7   |        | 4            |         |                   |       |          |         |           |                 |                   |           |                                                                                                                                        |
| 8   |        | 4            |         |                   |       |          |         |           |                 |                   |           |                                                                                                                                        |
| 9   |        | 4            |         |                   |       |          |         |           |                 |                   |           | 9.30. Abeam Bearing N.E. 8 miles                                                                                                       |
| 10  |        | 4            |         |                   |       |          |         |           |                 |                   |           |                                                                                                                                        |
| 11  |        | 4            |         |                   |       |          |         |           |                 |                   |           |                                                                                                                                        |
| 12  | 6 x 7  | 4            |         | West              | 5     |          |         | 30.10     | 10.2            |                   |           | Setting down dense fog with drizzling rain. Fog horn kept constantly sounded at intervals of not more than two minutes than one minute |
| 1   |        | 5            |         |                   |       |          |         |           |                 |                   |           |                                                                                                                                        |
| 2   |        | 5            |         |                   |       |          |         |           |                 |                   |           |                                                                                                                                        |
| 3   |        | 5            |         |                   |       |          |         |           |                 |                   |           |                                                                                                                                        |
| 4   |        | 5            |         |                   |       |          |         |           |                 |                   |           |                                                                                                                                        |
| 5   |        | 5            |         |                   |       |          |         |           |                 |                   |           | vessel proceeding up Channel with square yards at a moderate speed. Lookouts kept day as well as night time                            |
| 9   |        | 5            |         |                   |       |          |         |           |                 |                   |           | All light lookout pumps & Ventilator strictly attended to.                                                                             |
| 7   |        | 5            |         |                   |       |          |         |           |                 |                   |           |                                                                                                                                        |
| 8   |        | 5            |         |                   |       |          |         |           |                 |                   |           |                                                                                                                                        |
| 9   |        | 5            |         |                   |       |          |         |           |                 |                   |           |                                                                                                                                        |
| 10  |        | 5            |         |                   |       |          |         |           |                 |                   |           |                                                                                                                                        |
| 11  |        | 5            |         |                   |       |          |         |           |                 |                   |           |                                                                                                                                        |
| 12  |        | 5            |         |                   |       |          |         |           |                 |                   |           | Start Pt. Bearing N.E. 6 miles                                                                                                         |

BEARING &amp; DISTANCE AT NOON

| COURSE  | DISTANCE | Difference Latitude | Departure | Latitude by Account | Latitude Observed | Difference of Longitude | Longitude by Account | Longitude by Chronometer | Longitude Observed | Variation | Distance Run per Patent Log |
|---------|----------|---------------------|-----------|---------------------|-------------------|-------------------------|----------------------|--------------------------|--------------------|-----------|-----------------------------|
| 141° E. | 109      | 27                  | 10.4      | 50° 06'             | 50° 06'           | 167                     | 3° 45'               | 3° 45'                   | 0"                 |           |                             |

ON THE LOOK-OUT

| NAME   |    | LANTERNS HUNG OUT |         |
|--------|----|-------------------|---------|
| From   | To | From              | To      |
| 6      | 8  | Sunset            | Sunrise |
| 8      | 10 |                   |         |
| 10     | 12 |                   |         |
| 12     | 2  |                   |         |
| 2      | 4  |                   |         |
| 4      | 6  |                   |         |
| Loh    |    | Johnston          |         |
| Parker |    | Johnston          |         |
| Hes    |    | Johnston          |         |
| Stuart |    | Johnston          |         |
| Kleid  |    | Johnston          |         |

C. Richmond

Mate.

Master.

CHIEF OFFICER'S LOG

| Hrs | Course | Distance Run<br>Knots<br>Fathoms | WINDS—see Formula<br>Direction<br>Force | Sail<br>Set | Lee<br>Way | Thermom.<br>Baromet.<br>Temp. Air<br>Temp. Water<br>Deviation | REMARKS, &c.                                |
|-----|--------|----------------------------------|-----------------------------------------|-------------|------------|---------------------------------------------------------------|---------------------------------------------|
| 1   | West   | 5                                | 10-12                                   |             |            |                                                               | Tuesday April 28 <sup>th</sup> 1896         |
| 2   |        |                                  |                                         |             |            |                                                               | This day begins with moderate               |
| 3   |        |                                  |                                         |             |            |                                                               | winds from the Westward,                    |
| 4   |        |                                  |                                         |             |            |                                                               | cloudy & overcast, slight drizzle           |
| 5   |        |                                  |                                         |             |            |                                                               | at times                                    |
| 6   |        |                                  |                                         |             |            |                                                               | Start Abcam. Bearing N.E. 8'                |
| 7   |        |                                  |                                         |             |            |                                                               | People variously employed                   |
| 8   |        |                                  |                                         |             |            |                                                               | varnishing & painting, &c.                  |
| 9   |        |                                  |                                         |             |            |                                                               | Boat deck:                                  |
| 10  |        |                                  |                                         |             |            |                                                               | Tradesmen at their trades.                  |
| 11  |        |                                  |                                         |             |            |                                                               |                                             |
| 12  |        |                                  |                                         |             |            |                                                               |                                             |
| 1   | East   | 6                                | 10-12                                   |             |            |                                                               | 1 am sighted St. Catharines Light           |
| 2   |        |                                  |                                         |             |            |                                                               | Bearing N.E. 14 miles                       |
| 3   |        |                                  |                                         |             |            |                                                               | 4. St. Catharines Bearing N.E. 17.          |
| 4   |        |                                  |                                         |             |            |                                                               | Wind freshening, continued                  |
| 5   |        |                                  |                                         |             |            |                                                               | Study from the West & clearing              |
| 6   |        |                                  |                                         |             |            |                                                               | at                                          |
| 7   |        |                                  |                                         |             |            |                                                               | St. Catharines Abcam. B. N.E. 6'            |
| 8   |        |                                  |                                         |             |            |                                                               |                                             |
| 9   |        |                                  |                                         |             |            |                                                               |                                             |
| 10  |        |                                  |                                         |             |            |                                                               |                                             |
| 11  |        |                                  |                                         |             |            |                                                               | Sighted Beaky H <sup>d</sup> Bearing E.S.E. |
| 12  |        |                                  |                                         |             |            |                                                               | 15 miles                                    |

BEARING & DISTANCE AT NOON

All lights looked pumps & ventilation strictly

| COURSE | DISTANCE | Difference<br>Latitude | Departure | Latitude by<br>Account | Latitude<br>Observed | Difference of<br>Longitude | Longitude by<br>Account | Longitude by<br>Chronometer | Longitude<br>Observed | Variation | Distance Run<br>per Patent Log |
|--------|----------|------------------------|-----------|------------------------|----------------------|----------------------------|-------------------------|-----------------------------|-----------------------|-----------|--------------------------------|
| Coast  | 11       |                        |           |                        |                      |                            |                         |                             |                       |           |                                |

ON THE LOOK-OUT

| From | To |
|------|----|
| 6    | 8  |
| 8    | 10 |
| 10   | 12 |
| 12   | 2  |
| 2    | 4  |
| 4    | 6  |

NAME

Maynard  
Long  
Parker  
Hess  
Hess  
Hess

LANTERNS HUNG OUT

From sunset To sunrise

C Richmond

Mate.

Master.

CHIEF OFFICER'S LOG.

| Hrs | Course | Distance Run<br>Knots<br>Fathoms | WINDS—see Formula<br>Direction<br>Force | Sail<br>Set | Lee<br>Way | Thermom.<br>Baromet.<br>Temp. Air<br>Temp. Water<br>Deviation | REMARKS, &c.                          |
|-----|--------|----------------------------------|-----------------------------------------|-------------|------------|---------------------------------------------------------------|---------------------------------------|
| 1   | West   | 4                                | 10-12                                   |             |            |                                                               | Wednesday April 29 <sup>th</sup> 1896 |
| 2   |        |                                  |                                         |             |            |                                                               | This day begins with freshening       |
| 3   |        |                                  |                                         |             |            |                                                               | gale squalls & rain at intervals      |
| 4   |        |                                  |                                         |             |            |                                                               | 4 Beaky H <sup>d</sup> abcam Bearing  |
| 5   |        |                                  |                                         |             |            |                                                               | N.E. 4 miles, signalled               |
| 6   |        |                                  |                                         |             |            |                                                               | 6 Royal Sovereign abcam. N.E. 8'      |
| 7   | East   |                                  |                                         |             |            |                                                               |                                       |
| 8   |        |                                  |                                         |             |            |                                                               |                                       |
| 9   |        |                                  |                                         |             |            |                                                               |                                       |
| 10  | East   |                                  |                                         |             |            |                                                               | 9. Dunblane abcam. N.N.W. 2 mile      |
| 11  |        |                                  |                                         |             |            |                                                               | here we took Pilot on board           |
| 12  |        |                                  |                                         |             |            |                                                               | signed away & proceeded, 10.30        |
| 1   |        |                                  |                                         |             |            |                                                               | 11. Dilworth took us on tow off       |
| 2   |        |                                  |                                         |             |            |                                                               | port. Fresh Westly Gale, strong       |
| 3   |        |                                  |                                         |             |            |                                                               | 3. Ireland abcam. N.W. 3'             |
| 4   |        |                                  |                                         |             |            |                                                               | clearing up towards daylight &        |
| 5   |        |                                  |                                         |             |            |                                                               | Wind moderating                       |
| 6   |        |                                  |                                         |             |            |                                                               | 7 N. Foreland abcam N.E. 7'           |
| 7   |        |                                  |                                         |             |            |                                                               | 8. Longue Light abcam. N.E. 1'        |
| 8   |        |                                  |                                         |             |            |                                                               | 6. Pines Channel                      |
| 9   |        |                                  |                                         |             |            |                                                               |                                       |
| 10  |        |                                  |                                         |             |            |                                                               |                                       |
| 11  |        |                                  |                                         |             |            |                                                               |                                       |
| 12  |        |                                  |                                         |             |            |                                                               | 11. Reached Gravesend. & took Pilot   |

BEARING & DISTANCE AT NOON

All lights looked & strictly attended to (on board).

| COURSE | DISTANCE | Difference<br>Latitude | Departure | Latitude by<br>Account | Latitude<br>Observed | Difference of<br>Longitude | Longitude by<br>Account | Longitude by<br>Chronometer | Longitude<br>Observed | Variation | Distance Run<br>per Patent Log |
|--------|----------|------------------------|-----------|------------------------|----------------------|----------------------------|-------------------------|-----------------------------|-----------------------|-----------|--------------------------------|
| Coast  | 11       |                        |           |                        |                      |                            |                         |                             |                       |           |                                |

ON THE LOOK-OUT

| From | To |
|------|----|
| 6    | 8  |
| 8    | 10 |
| 10   | 12 |
| 12   | 2  |
| 2    | 4  |
| 4    | 6  |

NAME

Long  
Maynard  
Parker  
Hess  
Hess  
Hess

LANTERNS HUNG OUT

From sunset To sunrise

C Richmond

Mate.

Master.

LOG of the

From

Enterprise

Towards

London

1896

LOG of the

From

Towards

## CHIEF OFFICER'S LOG

| Hrs | Distance Run |         | WINDS—see Formula |       | Sail Set | Lee Way | Barometer | Temperature Air | Temperature Water | Deviation | REMARKS, &c.                          |
|-----|--------------|---------|-------------------|-------|----------|---------|-----------|-----------------|-------------------|-----------|---------------------------------------|
|     | Knots        | Fathoms | Direction         | Force |          |         |           |                 |                   |           |                                       |
| 1   |              |         |                   |       |          |         |           |                 |                   |           | Thursday April 30 <sup>th</sup> 1896. |
| 2   |              |         |                   |       |          |         |           |                 |                   |           | Too late for tide at 8.15.            |
| 3   |              |         |                   |       |          |         |           |                 |                   |           | Anchored at Long Reach in 6 f.        |
| 4   |              |         |                   |       |          |         |           |                 |                   |           | 30 fathom to Pipe. blowing            |
| 5   |              |         |                   |       |          |         |           |                 |                   |           | hard from N.W. with heavy rain        |
| 6   |              |         |                   |       |          |         |           |                 |                   |           | squall.                               |
| 7   |              |         |                   |       |          |         |           |                 |                   |           |                                       |
| 8   |              |         |                   |       |          |         |           |                 |                   |           | Anchor Light Hung out also            |
| 9   |              |         |                   |       |          |         |           |                 |                   |           | Storm light & Weather Watch           |
| 10  |              |         |                   |       |          |         |           |                 |                   |           | Light.                                |
| 11  |              |         |                   |       |          |         |           |                 |                   |           |                                       |
| 12  |              |         |                   |       |          |         |           |                 |                   |           | 12. Home up Anchor & proceeded in     |
| 1   |              |         |                   |       |          |         |           |                 |                   |           | top of my Salmana board the           |
| 2   |              |         |                   |       |          |         |           |                 |                   |           | 8.15. Arrived off the docks at        |
| 3   |              |         |                   |       |          |         |           |                 |                   |           | 1.45 Pm. Hauled through the locks     |
| 4   |              |         |                   |       |          |         |           |                 |                   |           | & made fast in Basin preparing        |
| 5   |              |         |                   |       |          |         |           |                 |                   |           | for Berthing.                         |
| 6   |              |         |                   |       |          |         |           |                 |                   |           |                                       |
| 7   |              |         |                   |       |          |         |           |                 |                   |           |                                       |
| 8   |              |         |                   |       |          |         |           |                 |                   |           | 8.45. Proceeded to Berth in           |
| 9   |              |         |                   |       |          |         |           |                 |                   |           | charge of Mr. Maclean Pilot &         |
| 10  |              |         |                   |       |          |         |           |                 |                   |           | moved to Wharf.                       |
| 11  |              |         |                   |       |          |         |           |                 |                   |           | Here Ends this Voyage.                |
| 12  |              |         |                   |       |          |         |           |                 |                   |           |                                       |

## BEARING &amp; DISTANCE AT NOON

| COURSE | DISTANCE | Difference Latitude | Departure | Latitude by Account | Latitude Observed | Difference of Longitude | Longitude by Account | Longitude by Chronometer | Longitude Observed | Variation | Distance Run per Patent Log |
|--------|----------|---------------------|-----------|---------------------|-------------------|-------------------------|----------------------|--------------------------|--------------------|-----------|-----------------------------|
|        |          |                     |           |                     |                   |                         |                      |                          |                    |           |                             |

## ON THE LOOK-OUT

| From | To | NAME          | LANTERNS HUNG OUT      |
|------|----|---------------|------------------------|
|      |    | Anchor Watch  | From Sunset To Sunrise |
|      |    | & " Light     |                        |
|      |    | Weather Watch |                        |

Richmond

Mate.

Master.

## CHIEF OFFICER'S LOG.

| Hrs | Distance Run |         | WINDS—see Formula |       | Sail Set | Lee Way | Barometer | Temperature Air | Temperature Water | Deviation | REMARKS, &c. |
|-----|--------------|---------|-------------------|-------|----------|---------|-----------|-----------------|-------------------|-----------|--------------|
|     | Knots        | Fathoms | Direction         | Force |          |         |           |                 |                   |           |              |
| 1   |              |         |                   |       |          |         |           |                 |                   |           |              |
| 2   |              |         |                   |       |          |         |           |                 |                   |           |              |
| 3   |              |         |                   |       |          |         |           |                 |                   |           |              |
| 4   |              |         |                   |       |          |         |           |                 |                   |           |              |
| 5   |              |         |                   |       |          |         |           |                 |                   |           |              |
| 6   |              |         |                   |       |          |         |           |                 |                   |           |              |
| 7   |              |         |                   |       |          |         |           |                 |                   |           |              |
| 8   |              |         |                   |       |          |         |           |                 |                   |           |              |
| 9   |              |         |                   |       |          |         |           |                 |                   |           |              |
| 10  |              |         |                   |       |          |         |           |                 |                   |           |              |
| 11  |              |         |                   |       |          |         |           |                 |                   |           |              |
| 12  |              |         |                   |       |          |         |           |                 |                   |           |              |
| 1   |              |         |                   |       |          |         |           |                 |                   |           |              |
| 2   |              |         |                   |       |          |         |           |                 |                   |           |              |
| 3   |              |         |                   |       |          |         |           |                 |                   |           |              |
| 4   |              |         |                   |       |          |         |           |                 |                   |           |              |
| 5   |              |         |                   |       |          |         |           |                 |                   |           |              |
| 6   |              |         |                   |       |          |         |           |                 |                   |           |              |
| 7   |              |         |                   |       |          |         |           |                 |                   |           |              |
| 8   |              |         |                   |       |          |         |           |                 |                   |           |              |
| 9   |              |         |                   |       |          |         |           |                 |                   |           |              |
| 10  |              |         |                   |       |          |         |           |                 |                   |           |              |
| 11  |              |         |                   |       |          |         |           |                 |                   |           |              |
| 12  |              |         |                   |       |          |         |           |                 |                   |           |              |

## BEARING &amp; DISTANCE AT NOON.

| COURSE | DISTANCE | Difference Latitude | Departure | Latitude by Account | Latitude Observed | Difference of Longitude | Longitude by Account | Longitude by Chronometer | Longitude Observed | Variation | Distance Run per Patent Log |
|--------|----------|---------------------|-----------|---------------------|-------------------|-------------------------|----------------------|--------------------------|--------------------|-----------|-----------------------------|
|        |          |                     |           |                     |                   |                         |                      |                          |                    |           |                             |

## ON THE LOOK-OUT

| From | To | NAME | LANTERNS HUNG OUT      |
|------|----|------|------------------------|
|      |    |      | From Sunset To Sunrise |
|      |    |      |                        |
|      |    |      |                        |

Mate.

Master.



LOG of the *Enterpi* From London Towards Glasgow.

CHIEF OFFICER'S LOG

| Hrs | Course | Distance Run<br>Knots | WINDS—see Formula<br>Direction Force | Sail Set | Lee Way | Barometer | Temperature Air | Temperature Water | Remarks, &c.                     |
|-----|--------|-----------------------|--------------------------------------|----------|---------|-----------|-----------------|-------------------|----------------------------------|
|     |        |                       |                                      |          |         |           |                 |                   | Thursday May 21 1896.            |
| 1   | W x N  | 5                     | North by E 4                         |          |         | 30 1/2    |                 |                   | moderate of fine set all sail    |
| 2   |        | 5                     |                                      |          |         |           |                 |                   | wind North by E.                 |
| 3   |        | 6                     |                                      |          |         |           |                 |                   | St Catherine's Abeam, Bearing    |
| 4   |        | 6                     |                                      |          |         |           |                 |                   | N x E. 5 miles                   |
| 5   |        | 4                     |                                      |          |         |           |                 |                   |                                  |
| 6   |        | 4                     |                                      |          |         |           |                 |                   |                                  |
| 7   | W x N  | 4                     | NW.                                  |          |         |           |                 |                   | 4 Portland Abeam, N x E. 5 miles |
| 8   | SW.    | 4                     |                                      |          |         |           |                 |                   |                                  |
| 9   |        | 4                     |                                      |          |         |           |                 |                   |                                  |
| 10  |        | 4                     |                                      |          |         |           |                 |                   | moderate of fine wind very       |
| 11  |        | 4                     |                                      |          |         |           |                 |                   | unsteady in force & direction    |
| 12  | S x W  | 4                     |                                      |          |         | 30 1/4    |                 |                   |                                  |
| 1   | N x W  | 5                     |                                      |          |         | 30 1/4    |                 |                   | 1. Lacked ship & North. wind     |
| 2   | NE.    | 4                     |                                      |          |         |           |                 |                   | unsteady in force & direction    |
| 3   |        | 4                     |                                      |          |         |           |                 |                   | moderate of fine.                |
| 4   | W x N  | 4                     |                                      |          |         |           |                 |                   |                                  |
| 5   |        | 5                     |                                      |          |         |           |                 |                   |                                  |
| 6   | W x N  | 5                     |                                      |          |         | 34 5/8    |                 |                   |                                  |
| 7   |        | 5                     |                                      |          |         |           |                 |                   |                                  |
| 8   | W x N  | 5                     |                                      |          |         | 34 1/2    |                 |                   | All lights lookout pumps         |
| 9   |        | 4                     |                                      |          |         |           |                 |                   | & strictly attended to.          |
| 10  |        | 4                     |                                      |          |         |           |                 |                   |                                  |
| 11  |        | 4                     |                                      |          |         |           |                 |                   | Start Bearing N x E. N. 8 1/4    |
| 12  |        | 4                     |                                      |          |         |           |                 |                   |                                  |

BEARING & DISTANCE AT NOON

| COURSE   | DISTANCE | Difference Latitude | Departure | Latitude by Account | Latitude Observed | Difference of Longitude | Longitude by Account | Longitude by Chronometer | Longitude Observed | Variation | Distance Run per Patent Log |
|----------|----------|---------------------|-----------|---------------------|-------------------|-------------------------|----------------------|--------------------------|--------------------|-----------|-----------------------------|
| Coasting |          |                     |           |                     |                   |                         |                      |                          |                    |           |                             |

ON THE LOOK-OUT

| From | To | NAME | From | To |
|------|----|------|------|----|
|------|----|------|------|----|

L Richmond Mate. Master.

LOG of the *Enterpi* From London Towards Glasgow.

CHIEF OFFICER'S LOG.

| Hrs | Course | Distance Run<br>Knots | WINDS—see Formula<br>Direction Force | Sail Set | Lee Way | Barometer | Temperature Air | Temperature Water | Remarks, &c.                          |
|-----|--------|-----------------------|--------------------------------------|----------|---------|-----------|-----------------|-------------------|---------------------------------------|
|     |        |                       |                                      |          |         |           |                 |                   | Friday May 22 <sup>nd</sup> 1896.     |
| 1   | W x N  | 5                     | North by E 4                         |          |         | 30 1/4    |                 |                   | This day begins with light to         |
| 2   |        | 5                     |                                      |          |         |           |                 |                   | moderate North by E. wind unsteady in |
| 3   |        | 5                     |                                      |          |         |           |                 |                   | force & direction                     |
| 4   |        | 5                     |                                      |          |         |           |                 |                   |                                       |
| 5   |        | 5                     |                                      |          |         |           |                 |                   |                                       |
| 9   |        | 5                     |                                      |          |         |           |                 |                   |                                       |
| 7   |        | 5                     |                                      |          |         |           |                 |                   |                                       |
| 8   |        | 5                     |                                      |          |         |           |                 |                   | Lacked ship to the North. wind        |
| 9   | N x W  | 5                     |                                      |          |         |           |                 |                   | very unsteady.                        |
| 10  |        | 5                     |                                      |          |         |           |                 |                   |                                       |
| 11  | N x E  | 5                     |                                      |          |         |           |                 |                   | Edinburgh, Bear. North 6 miles        |
| 12  | W x N  | 5                     |                                      |          |         | 30 1/4    |                 |                   |                                       |
| 1   |        | 5                     |                                      |          |         |           |                 |                   | Edinburgh Bear. S. x W. 4 miles       |
| 2   |        | 5                     | N x W                                |          |         |           |                 |                   | Plymouth. H. Bear. N x E. Lacked      |
| 3   | West   | 5                     |                                      |          |         |           |                 |                   | Ship & the West.                      |
| 4   |        | 5                     |                                      |          |         |           |                 |                   |                                       |
| 5   | W x N  | 5                     |                                      |          |         |           |                 |                   |                                       |
| 9   |        | 5                     |                                      |          |         |           |                 |                   |                                       |
| 7   |        | 5                     | North by E                           |          |         |           |                 |                   | Manila Abeam. N x W 2 1/2 miles       |
| 8   | W x N  | 5                     |                                      |          |         |           |                 |                   |                                       |
| 9   |        | 5                     |                                      |          |         |           |                 |                   |                                       |
| 10  | W x N  | 5                     |                                      |          |         |           |                 |                   | Leeds Abeam. N x W. 4 miles           |
| 11  |        | 5                     |                                      |          |         |           |                 |                   |                                       |
| 12  |        | 5                     |                                      |          |         |           |                 |                   | Wolverhampton Bear. W x N 6 miles     |

BEARING & DISTANCE AT NOON

| COURSE   | DISTANCE | Difference Latitude | Departure | Latitude by Account | Latitude Observed | Difference of Longitude | Longitude by Account | Longitude by Chronometer | Longitude Observed | Variation | Distance Run per Patent Log |
|----------|----------|---------------------|-----------|---------------------|-------------------|-------------------------|----------------------|--------------------------|--------------------|-----------|-----------------------------|
| Coasting |          |                     |           |                     |                   |                         |                      |                          |                    |           |                             |

ON THE LOOK-OUT

| From | To | NAME | From | To |
|------|----|------|------|----|
|------|----|------|------|----|

L Richmond Mate. Master.

## CHIEF OFFICER'S LOG

| Hrs | Course   | Distance Run | WINDS—see Formula | Direction | Force | Sail Set | Lee Way | Barometer | Temperature Air | Temperature Water | Deviation | REMARKS, &c.                                |
|-----|----------|--------------|-------------------|-----------|-------|----------|---------|-----------|-----------------|-------------------|-----------|---------------------------------------------|
|     |          | Knots        | Puffs             |           |       |          |         |           |                 |                   |           |                                             |
| 1   | W. N. E. | 1            | 2                 | N         |       |          |         | 30.6      | 61              | 54                |           | Saturday May 23 <sup>rd</sup> 1896.         |
| 2   |          | 1            | 2                 |           |       |          |         |           |                 |                   |           | This day begins with moderate               |
| 3   |          | 3            | 2                 |           |       |          |         |           |                 |                   |           | light variable winds principally            |
| 4   |          | 3            | 2                 | N. E.     |       |          |         |           |                 |                   |           | from N to N. E. & N. W.                     |
| 5   |          | 4            |                   |           |       |          |         |           |                 |                   |           | Wolf. N. W. N. E. B. E. & C.                |
| 6   |          | 4            |                   |           |       |          |         |           |                 |                   |           |                                             |
| 7   |          | 4            |                   |           |       |          |         |           |                 |                   |           | Can Wolf. 1 E & 8-10 miles                  |
| 8   |          | 4            |                   |           |       |          |         |           |                 |                   |           | Scilly Islands. B. E. N. E. 8 miles         |
| 9   |          | 4            |                   |           |       |          |         |           |                 |                   |           | & Landed to the N. E.                       |
| 10  | N. E.    | 4            |                   |           |       |          |         |           |                 |                   |           |                                             |
| 11  | N. E.    | 4            |                   | N. W.     |       |          |         |           |                 |                   |           | Devon Stone. N. E. & E. St. Helen. W. N. E. |
| 12  |          | 4            |                   |           |       |          |         |           |                 |                   |           | Spoke 8.8. Lyons for Penzance.              |
| 1   | E. S. E. | 3            |                   | N. W. E.  |       |          |         |           |                 |                   |           | Wolf. 8.8. E. Devon Stone. N. E. & Round    |
| 2   |          | 3            |                   |           |       |          |         |           |                 |                   |           | Island, N. W. & N. E. wind light & moderate |
| 3   |          | 3            |                   |           |       |          |         |           |                 |                   |           | unsteady in force & direction               |
| 4   |          | 3            |                   |           |       |          |         |           |                 |                   |           | Godwy B. E. 10 miles                        |
| 5   |          | 3            |                   |           |       |          |         |           |                 |                   |           |                                             |
| 6   |          | 3            |                   |           |       |          |         |           |                 |                   |           |                                             |
| 7   |          | 4            |                   |           |       |          |         |           |                 |                   |           |                                             |
| 8   |          | 4            |                   | N. E.     |       |          |         |           |                 |                   |           | Landed to the N. E.                         |
| 9   | N. W. E. | 5            |                   |           |       |          |         |           |                 |                   |           |                                             |
| 10  | N. W.    | 5            |                   |           |       |          |         |           |                 |                   |           | All lights Lookout pumps &                  |
| 11  |          | 5            |                   |           |       |          |         |           |                 |                   |           | & strictly attended to                      |
| 12  |          | 5            |                   |           |       |          |         |           |                 |                   |           |                                             |

BEARING &amp; DISTANCE AT NOON

Lookout day &amp; night strictly kept.

| COURSE   | DISTANCE | Difference Latitude | Departure | Latitude by Account | Latitude Observed | Difference of Longitude | Longitude by Account | Longitude by Chronometer | Longitude Observed | Variation | Distance Run per Patent Log |
|----------|----------|---------------------|-----------|---------------------|-------------------|-------------------------|----------------------|--------------------------|--------------------|-----------|-----------------------------|
| Coasting |          |                     |           |                     |                   |                         |                      |                          |                    |           |                             |

ON THE LOOK-OUT

NAME

LANTERNS HUNG OUT

From

To

From

To

Master.

## CHIEF OFFICER'S LOG.

| Hrs | Course   | Distance Run | WINDS—see Formula | Direction | Force | Sail Set | Lee Way | Barometer | Temperature Air | Temperature Water | Deviation | REMARKS, &c.                       |
|-----|----------|--------------|-------------------|-----------|-------|----------|---------|-----------|-----------------|-------------------|-----------|------------------------------------|
|     |          | Knots        | Puffs             |           |       |          |         |           |                 |                   |           |                                    |
| 1   | N. W. E. | 4            |                   | N         | 3     |          |         | 30.6      | 61              | 54                |           | Sunday May 24 <sup>th</sup> 1896.  |
| 2   |          | 4            |                   |           |       |          |         |           |                 |                   |           | This day begins with moderate & l  |
| 3   |          | 4            |                   |           |       |          |         |           |                 |                   |           | winds clear of me. vessel standing |
| 4   |          | 4            |                   |           |       |          |         |           |                 |                   |           | on Starboard tack to the N. W. E.  |
| 5   | N. W. E. | 3            |                   |           |       |          |         |           |                 |                   |           | Several fishing boats & 8 steam    |
| 6   |          | 3            |                   |           |       |          |         |           |                 |                   |           | trawlers in sight.                 |
| 7   |          | 3            |                   |           |       |          |         |           |                 |                   |           |                                    |
| 8   |          | 3            |                   |           |       |          |         |           |                 |                   |           |                                    |
| 9   |          | 3            |                   |           |       |          |         |           |                 |                   |           |                                    |
| 10  |          | 3            |                   |           |       |          |         |           |                 |                   |           |                                    |
| 11  |          | 3            |                   |           |       |          |         |           |                 |                   |           |                                    |
| 12  |          | 3            |                   |           |       |          |         |           |                 |                   |           |                                    |
| 1   |          | 4            |                   |           |       |          |         |           |                 |                   |           |                                    |
| 2   | 8.8. E   | 4            |                   |           |       |          |         |           |                 |                   |           | Landed ship to the South & East    |
| 3   |          | 4            |                   |           |       |          |         |           |                 |                   |           | continued moderate & l winds &     |
| 4   |          | 4            |                   |           |       |          |         |           |                 |                   |           | fine, clear weather, nothing in    |
| 5   |          | 4            |                   |           |       |          |         |           |                 |                   |           | sight.                             |
| 6   |          | 4            |                   |           |       |          |         |           |                 |                   |           |                                    |
| 7   |          | 3            |                   |           |       |          |         |           |                 |                   |           |                                    |
| 8   |          | 3            |                   |           |       |          |         |           |                 |                   |           |                                    |
| 9   | 8.8. E   | 2            |                   |           |       |          |         |           |                 |                   |           | All light lookouts pumps &         |
| 10  |          | 2            |                   |           |       |          |         |           |                 |                   |           | strictly attended to.              |
| 11  |          | 1            |                   |           |       |          |         |           |                 |                   |           |                                    |
| 12  |          | 1            |                   |           |       |          |         |           |                 |                   |           | Quitted ship to the North & West.  |

BEARING &amp; DISTANCE AT NOON

| COURSE   | DISTANCE | Difference Latitude | Departure | Latitude by Account | Latitude Observed | Difference of Longitude | Longitude by Account | Longitude by Chronometer | Longitude Observed | Variation | Distance Run per Patent Log |
|----------|----------|---------------------|-----------|---------------------|-------------------|-------------------------|----------------------|--------------------------|--------------------|-----------|-----------------------------|
| Coasting |          |                     |           |                     |                   |                         |                      |                          |                    |           |                             |

ON THE LOOK-OUT

NAME

LANTERNS HUNG OUT

From

To

From

To

Mate.

Master.

Enterprise  
London Towards Glasgow.

## CHIEF OFFICER'S LOG

| Hrs | Course | Distance Run |         | WINDS—see Formula |       | Sail Set | Lee Way | Temperature Air | Temperature Water | Deviation | REMARKS, &c.                          |
|-----|--------|--------------|---------|-------------------|-------|----------|---------|-----------------|-------------------|-----------|---------------------------------------|
|     |        | Knots        | Fathoms | Direction         | Force |          |         |                 |                   |           |                                       |
| 1   | NNE    | 5            |         | NE                | 4     |          |         | 36.0            | 17.0              |           | Monday May 28 1895.                   |
| 2   |        | 5            |         |                   |       |          |         |                 |                   |           | This day begins with mod              |
| 3   |        | 5            |         |                   |       |          |         |                 |                   |           | at winds slightly unsteady            |
| 4   |        | 5            |         |                   |       |          |         |                 |                   |           | in direction. Say Wreck of            |
| 5   | NNE    | 4            |         |                   | 1     |          |         |                 |                   |           | Lpool came alongside & spoke us       |
| 6   |        | 4            |         |                   | 3     |          |         |                 |                   |           |                                       |
| 7   | NNE    | 4            |         | SE                |       |          |         |                 |                   |           | 4 Sighted Coninbeg Lightship          |
| 8   | NNE    | 4            |         |                   |       |          |         |                 |                   |           | Bearing NNE 4 miles                   |
| 9   | SE     | 3            |         | NE                |       |          |         |                 |                   |           | Packed ship to the SE.                |
| 10  |        | 3            |         |                   | 2     |          |         |                 |                   |           | Coninbeg Lightship Bearing NE 4 miles |
| 11  |        | 3            |         |                   |       |          |         |                 |                   |           | Hook Light. Bearing NNE 4 miles       |
| 12  |        | 3            |         |                   |       |          |         |                 |                   |           | Hook Light. Bearing NNE 4 miles       |
| 1   | SE     | 2            |         |                   |       |          |         |                 |                   |           | 18.0 38.0 fine & clear, wind light.   |
| 2   |        | 2            |         | NNE               |       |          |         |                 |                   |           | S. S. Knight of the Green. Say of     |
| 3   |        | 2            |         |                   |       |          |         |                 |                   |           | Lpool spoke us.                       |
| 4   |        | 2            |         |                   |       |          |         |                 |                   |           |                                       |
| 5   |        | 3            |         |                   |       |          |         |                 |                   |           |                                       |
| 6   | SE     | 3            |         |                   |       |          |         |                 |                   |           | continued Light contrary winds        |
| 7   |        | 3            |         |                   |       |          |         |                 |                   |           |                                       |
| 8   |        | 3            |         |                   |       |          |         |                 |                   |           | S. S. Say 'Hercules' of Glasgow spoke |
| 9   | NNE    | 3            |         | NE                |       |          |         |                 |                   |           | us & took us in tow at 9 PM           |
| 10  | NNE    | 4            |         |                   | 4     |          |         |                 |                   |           | & proceeded towards the Clyde         |
| 11  | NNE    | 5            |         | NNE               | 5     |          |         |                 |                   |           | All lights look out pumps &c          |
| 12  | NNE    | 5            |         |                   |       |          |         |                 |                   |           | strictly attended to.                 |

BEARING &amp; DISTANCE AT NOON

furler all sail

| COURSE | DISTANCE | Difference Latitude | Departure | Latitude by Account | Latitude Observed | Difference of Latitude | Longitude by Account | Longitude by Chronometer | Longitude Observed | Variation | Distance Run per Patent Log |
|--------|----------|---------------------|-----------|---------------------|-------------------|------------------------|----------------------|--------------------------|--------------------|-----------|-----------------------------|
|        |          |                     |           |                     |                   |                        |                      |                          |                    |           |                             |

ON THE LOOK-OUT

NAME

LANTERNS HUNG OUT

From

To

From

To

C Richmond

Mate.

Master.

Enterprise  
London Towards Glasgow.

## CHIEF OFFICER'S LOG.

| Hrs | Course | Distance Run |         | WINDS—see Formula |       | Sail Set | Lee Way | Temperature Air | Temperature Water | Deviation | REMARKS, &c.                           |
|-----|--------|--------------|---------|-------------------|-------|----------|---------|-----------------|-------------------|-----------|----------------------------------------|
|     |        | Knots        | Fathoms | Direction         | Force |          |         |                 |                   |           |                                        |
| 1   | NNE    | 6            |         | Easterly          | 4     |          |         | 36.0            | 18.0              |           | Tuesday May 29 1895.                   |
| 2   |        | 6            |         |                   |       |          |         |                 |                   |           | This day begins with moderate E. wind  |
| 3   |        | 6            |         |                   |       |          |         |                 |                   |           | clear & fine. Sea smooth.              |
| 4   |        | 6            |         |                   |       |          |         |                 |                   |           | Pushed ahead. Bearing NNE 4 miles.     |
| 5   |        | 6            |         |                   |       |          |         |                 |                   |           |                                        |
| 6   |        | 6            |         |                   |       |          |         |                 |                   |           | continued fine & clear weather         |
| 7   |        | 6            |         |                   |       |          |         |                 |                   |           | & moderate winds. Sea smooth           |
| 8   |        | 6            |         |                   |       |          |         |                 |                   |           |                                        |
| 9   |        | 6            |         |                   |       |          |         |                 |                   |           | Flying Cormorant came off &            |
| 10  |        | 6            |         |                   |       |          |         |                 |                   |           | spoke us.                              |
| 11  |        | 6            |         |                   |       |          |         |                 |                   |           |                                        |
| 12  | NNE    | 6            |         | Easterly          | 4     |          |         | 36.0            | 18.0              |           |                                        |
| 1   |        | 6            |         |                   |       |          |         |                 |                   |           | continued fine & clear weather         |
| 2   |        | 6            |         |                   |       |          |         |                 |                   |           | Sea smooth wind moderate               |
| 3   |        | 6            |         |                   |       |          |         |                 |                   |           | vessel proceeding under tow of         |
| 4   |        | 6            |         |                   |       |          |         |                 |                   |           | my Hercules.                           |
| 5   | NNE    | 6            |         |                   |       |          |         |                 |                   |           |                                        |
| 6   |        | 6            |         |                   |       |          |         |                 |                   |           |                                        |
| 7   |        | 6            |         |                   |       |          |         |                 |                   |           | Chilens Light ahead Bearing SE 4 miles |
| 8   |        | 6            |         |                   |       |          |         |                 |                   |           |                                        |
| 9   | NNE    | 6            |         |                   |       |          |         |                 |                   |           |                                        |
| 10  |        | 6            |         |                   |       |          |         |                 |                   |           |                                        |
| 11  |        | 6            |         |                   |       |          |         |                 |                   |           | Sighted the Mull of Galloway Light     |
| 12  |        | 6            |         |                   |       |          |         |                 |                   |           | Bearing NE 5 miles                     |

BEARING &amp; DISTANCE AT NOON

All lights look out pumps &amp; strictly attended to.

| COURSE | DISTANCE | Difference Latitude | Departure | Latitude by Account | Latitude Observed | Difference of Latitude | Longitude by Account | Longitude by Chronometer | Longitude Observed | Variation | Distance Run per Patent Log |
|--------|----------|---------------------|-----------|---------------------|-------------------|------------------------|----------------------|--------------------------|--------------------|-----------|-----------------------------|
|        |          |                     |           |                     |                   |                        |                      |                          |                    |           |                             |

ON THE LOOK-OUT

NAME

LANTERNS HUNG OUT

From

To

From

To

C Richmond

Mate.

Master.

## CHIEF OFFICER'S LOG.

BEARING &amp; DISTANCE AT NOON

[illegible]

LANTERNS HUNG OUT

T.

759  
Male

*Master*

## CHIEF OFFICER'S LOG

## CHIEF OFFICER'S LOG.

| Hrs | Distance Run |         | WINDS—see Formula |       | Sail Set | Lee Way | Barometer | Temperature Air | Temperature Water | Deviation | REMARKS, &c. | 18 |
|-----|--------------|---------|-------------------|-------|----------|---------|-----------|-----------------|-------------------|-----------|--------------|----|
|     | Knots        | Fathoms | Direction         | Force |          |         |           |                 |                   |           |              |    |
| 1   |              |         |                   |       |          |         |           |                 |                   |           |              |    |
| 2   |              |         |                   |       |          |         |           |                 |                   |           |              |    |
| 3   |              |         |                   |       |          |         |           |                 |                   |           |              |    |
| 4   |              |         |                   |       |          |         |           |                 |                   |           |              |    |
| 5   |              |         |                   |       |          |         |           |                 |                   |           |              |    |
| 6   |              |         |                   |       |          |         |           |                 |                   |           |              |    |
| 7   |              |         |                   |       |          |         |           |                 |                   |           |              |    |
| 8   |              |         |                   |       |          |         |           |                 |                   |           |              |    |
| 9   |              |         |                   |       |          |         |           |                 |                   |           |              |    |
| 10  |              |         |                   |       |          |         |           |                 |                   |           |              |    |
| 11  |              |         |                   |       |          |         |           |                 |                   |           |              |    |
| 12  |              |         |                   |       |          |         |           |                 |                   |           |              |    |
| 1   |              |         |                   |       |          |         |           |                 |                   |           |              |    |
| 2   |              |         |                   |       |          |         |           |                 |                   |           |              |    |
| 3   |              |         |                   |       |          |         |           |                 |                   |           |              |    |
| 4   |              |         |                   |       |          |         |           |                 |                   |           |              |    |
| 5   |              |         |                   |       |          |         |           |                 |                   |           |              |    |
| 6   |              |         |                   |       |          |         |           |                 |                   |           |              |    |
| 7   |              |         |                   |       |          |         |           |                 |                   |           |              |    |
| 8   |              |         |                   |       |          |         |           |                 |                   |           |              |    |
| 9   |              |         |                   |       |          |         |           |                 |                   |           |              |    |
| 10  |              |         |                   |       |          |         |           |                 |                   |           |              |    |
| 11  |              |         |                   |       |          |         |           |                 |                   |           |              |    |
| 12  |              |         |                   |       |          |         |           |                 |                   |           |              |    |

BEARING &amp; DISTANCE AT NOON

| COURSE | DISTANCE | Difference Latitude | Departure | Latitude by Account | Latitude Observed | Difference of Longitude | Longitude by Account | Longitude by Chronometer | Longitude Observed | Variation | Distance Run per Patent Log |
|--------|----------|---------------------|-----------|---------------------|-------------------|-------------------------|----------------------|--------------------------|--------------------|-----------|-----------------------------|
|        |          |                     |           |                     |                   |                         |                      |                          |                    |           |                             |

ON THE LOOK-OUT

NAME

LANTERNS HUNG OUT

From

To

From

To

Mate.

Master.

| Hrs. | Distance Run |         | WINDS—see Formula |       | Sail Set | Lee Way | Barometer | Temperature Air | Temperature Water | Deviation | REMARKS &c. | 18 |
|------|--------------|---------|-------------------|-------|----------|---------|-----------|-----------------|-------------------|-----------|-------------|----|
|      | Knots        | Fathoms | Direction         | Force |          |         |           |                 |                   |           |             |    |
| 1    |              |         |                   |       |          |         |           |                 |                   |           |             |    |
| 2    |              |         |                   |       |          |         |           |                 |                   |           |             |    |
| 3    |              |         |                   |       |          |         |           |                 |                   |           |             |    |
| 4    |              |         |                   |       |          |         |           |                 |                   |           |             |    |
| 5    |              |         |                   |       |          |         |           |                 |                   |           |             |    |
| 6    |              |         |                   |       |          |         |           |                 |                   |           |             |    |
| 7    |              |         |                   |       |          |         |           |                 |                   |           |             |    |
| 8    |              |         |                   |       |          |         |           |                 |                   |           |             |    |
| 9    |              |         |                   |       |          |         |           |                 |                   |           |             |    |
| 10   |              |         |                   |       |          |         |           |                 |                   |           |             |    |
| 11   |              |         |                   |       |          |         |           |                 |                   |           |             |    |
| 12   |              |         |                   |       |          |         |           |                 |                   |           |             |    |
| 1    |              |         |                   |       |          |         |           |                 |                   |           |             |    |
| 2    |              |         |                   |       |          |         |           |                 |                   |           |             |    |
| 3    |              |         |                   |       |          |         |           |                 |                   |           |             |    |
| 4    |              |         |                   |       |          |         |           |                 |                   |           |             |    |
| 5    |              |         |                   |       |          |         |           |                 |                   |           |             |    |
| 6    |              |         |                   |       |          |         |           |                 |                   |           |             |    |
| 7    |              |         |                   |       |          |         |           |                 |                   |           |             |    |
| 8    |              |         |                   |       |          |         |           |                 |                   |           |             |    |
| 9    |              |         |                   |       |          |         |           |                 |                   |           |             |    |
| 10   |              |         |                   |       |          |         |           |                 |                   |           |             |    |
| 11   |              |         |                   |       |          |         |           |                 |                   |           |             |    |
| 12   |              |         |                   |       |          |         |           |                 |                   |           |             |    |

BEARING &amp; DISTANCE AT NOON.

| COURSE | DISTANCE | Difference Latitude | Departure | Latitude by Account | Latitude Observed | Difference of Longitude | Longitude by Account | Longitude by Chronometer | Longitude Observed | Variation | Distance Run per Patent Log |
|--------|----------|---------------------|-----------|---------------------|-------------------|-------------------------|----------------------|--------------------------|--------------------|-----------|-----------------------------|
|        |          |                     |           |                     |                   |                         |                      |                          |                    |           |                             |

ON THE LOOK-OUT

NAME

LANTERNS HUNG OUT

From

To

From

To

Mate.

Master

The following pages are blank

LOG of the  
From

Towards

CHIEF OFFICER'S LOG

| Hrs | Distance Run. |         | WINDS—see Formula. |        |           |  | Lee Way | Barometer | Temperature Air. | Temperature Water. | Deviation | REMARKS, &c. |
|-----|---------------|---------|--------------------|--------|-----------|--|---------|-----------|------------------|--------------------|-----------|--------------|
|     | Knots         | Fathoms | Direction.         | Force. | Sail Set. |  |         |           |                  |                    |           |              |

18

|    |  |  |  |  |  |  |  |  |  |  |  |  |
|----|--|--|--|--|--|--|--|--|--|--|--|--|
| 1  |  |  |  |  |  |  |  |  |  |  |  |  |
| 2  |  |  |  |  |  |  |  |  |  |  |  |  |
| 3  |  |  |  |  |  |  |  |  |  |  |  |  |
| 4  |  |  |  |  |  |  |  |  |  |  |  |  |
| 5  |  |  |  |  |  |  |  |  |  |  |  |  |
| 6  |  |  |  |  |  |  |  |  |  |  |  |  |
| 7  |  |  |  |  |  |  |  |  |  |  |  |  |
| 8  |  |  |  |  |  |  |  |  |  |  |  |  |
| 9  |  |  |  |  |  |  |  |  |  |  |  |  |
| 10 |  |  |  |  |  |  |  |  |  |  |  |  |
| 11 |  |  |  |  |  |  |  |  |  |  |  |  |
| 12 |  |  |  |  |  |  |  |  |  |  |  |  |

|    |  |  |  |  |  |  |  |  |  |  |  |  |
|----|--|--|--|--|--|--|--|--|--|--|--|--|
| 1  |  |  |  |  |  |  |  |  |  |  |  |  |
| 2  |  |  |  |  |  |  |  |  |  |  |  |  |
| 3  |  |  |  |  |  |  |  |  |  |  |  |  |
| 4  |  |  |  |  |  |  |  |  |  |  |  |  |
| 5  |  |  |  |  |  |  |  |  |  |  |  |  |
| 6  |  |  |  |  |  |  |  |  |  |  |  |  |
| 7  |  |  |  |  |  |  |  |  |  |  |  |  |
| 8  |  |  |  |  |  |  |  |  |  |  |  |  |
| 9  |  |  |  |  |  |  |  |  |  |  |  |  |
| 10 |  |  |  |  |  |  |  |  |  |  |  |  |
| 11 |  |  |  |  |  |  |  |  |  |  |  |  |
| 12 |  |  |  |  |  |  |  |  |  |  |  |  |

BEARING & DISTANCE AT NOON

| COURSE | DISTANCE | Difference Latitude | Departure | Latitude by Account | Latitude Observed | Difference of Longitude | Longitude by Account | Longitude by Chronometer | Longitude Observed | Variation | Distance Run per Patent Log |
|--------|----------|---------------------|-----------|---------------------|-------------------|-------------------------|----------------------|--------------------------|--------------------|-----------|-----------------------------|
|        |          |                     |           |                     |                   |                         |                      |                          |                    |           |                             |

ON THE LOOK-OUT

NAME

LANTERNS HUNG OUT

From To From To

Mate.

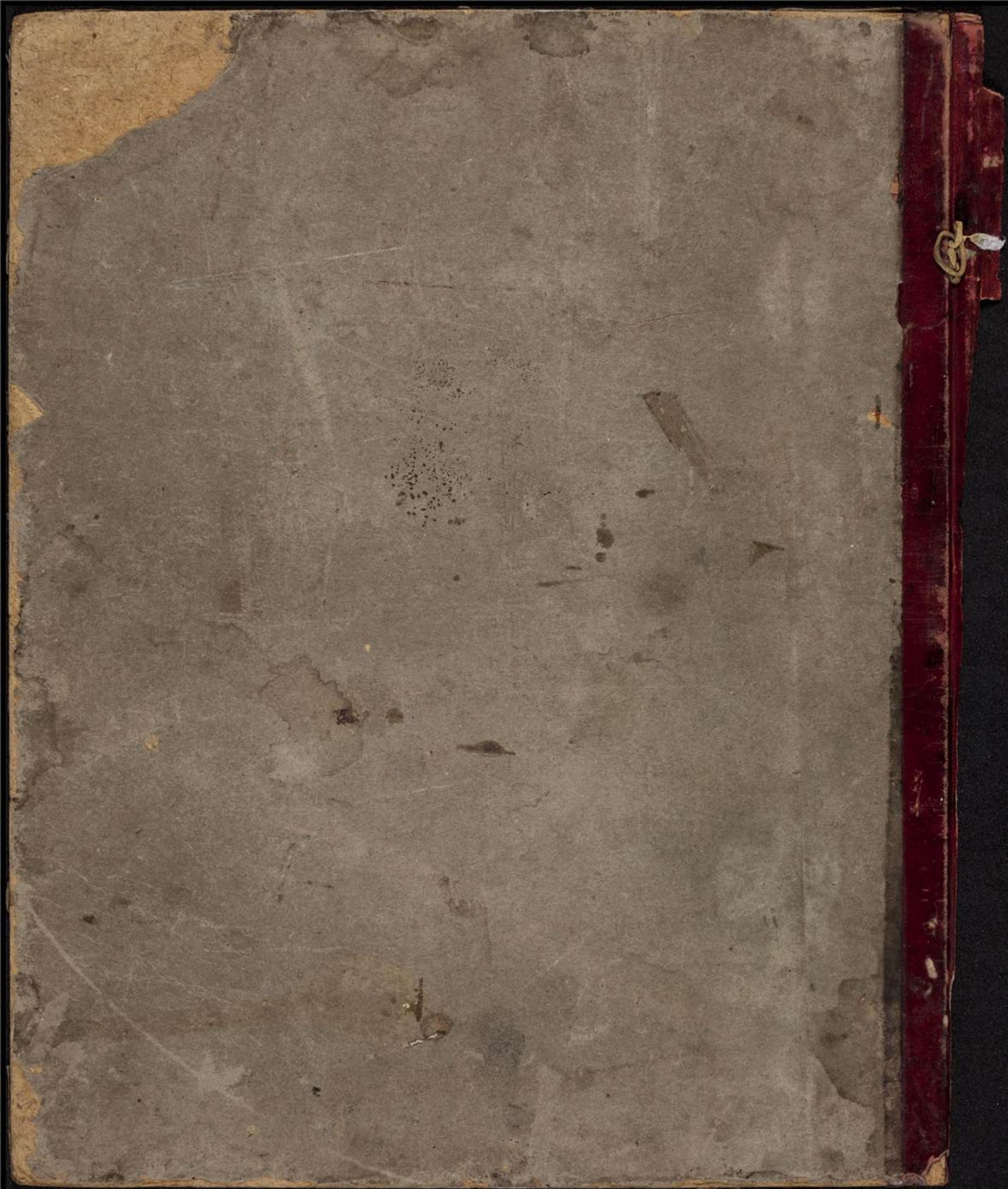
Master.

3083



Aφ245.1.08

Mc Mullen



LOG of the  
From"Entsifer"  
L. pool

Towards Wellington.

## CHIEF OFFICER'S LOG.

| Hrs | Distance Run |      | WINDS—see Formula. |       | Force | Sail Set | Lee Way | Barometer | Temperature Air | Temperature Water | Deviation | REMARKS, &c.                        |
|-----|--------------|------|--------------------|-------|-------|----------|---------|-----------|-----------------|-------------------|-----------|-------------------------------------|
|     | Course       | Rate | Direction          | Force |       |          |         |           |                 |                   |           |                                     |
| 1   | Ex. S. by E  | 4    | W. by N            | 6     |       |          |         | 29.56     | 54              | 53                |           | Outd. at June 25 <sup>th</sup> 1895 |
| 2   | "            | 4    | "                  | "     |       |          |         | "         | "               | "                 | "         | This day begins with fresh breeze   |
| 3   | "            | 4    | "                  | "     |       |          |         | "         | "               | "                 | "         | sky thick cloudy haze round horizon |
| 4   | "            | 4    | "                  | "     |       |          |         | "         | "               | "                 | "         | very high cross sea running         |
| 5   | "            | 4    | "                  | "     |       |          |         | "         | "               | "                 | "         | causing vessel to roll somewhat     |
| 6   | "            | 4    | "                  | "     |       |          |         | "         | "               | "                 | "         | terrible, shipping heavy quantities |
| 7   | "            | 4    | "                  | "     |       |          |         | "         | "               | "                 | "         | of water on board at times          |
| 8   | "            | 4    | "                  | "     |       |          |         | "         | "               | "                 | "         | People variously employed.          |
| 9   | "            | 4    | "                  | "     |       |          |         | "         | "               | "                 | "         | Two of crew sailmaking              |
| 10  | "            | 4    | "                  | "     |       |          |         | "         | "               | "                 | "         | Carpenter at his trade              |
| 11  | "            | 4    | "                  | "     |       |          |         | "         | "               | "                 | "         |                                     |
| 12  | "            | 4    | "                  | "     |       |          |         | "         | "               | "                 | "         |                                     |
| 1   | Ex. S. by E  | 4    | SW                 | 6     |       |          |         | 29.56     | 54              | 53                |           | Wind lessening in force gradually   |
| 2   | "            | 4    | "                  | "     |       |          |         | "         | "               | "                 | "         | continued high confused sea         |
| 3   | "            | 4    | "                  | "     |       |          |         | "         | "               | "                 | "         | vessel rolling frequently &         |
| 4   | "            | 4    | "                  | "     |       |          |         | "         | "               | "                 | "         | shaking heavily, sky begins         |
| 5   | "            | 4    | "                  | "     |       |          |         | "         | "               | "                 | "         | to clear, heavy masses of           |
| 6   | "            | 4    | "                  | "     |       |          |         | "         | "               | "                 | "         | humulus round horizon               |
| 7   | "            | 6    | "                  | "     |       |          |         | "         | "               | "                 | "         |                                     |
| 8   | "            | 6    | W. by N            | 5     |       |          |         | "         | "               | "                 | "         |                                     |
| 9   | "            | 6    | "                  | "     |       |          |         | "         | "               | "                 | "         |                                     |
| 10  | "            | 6    | "                  | "     |       |          |         | "         | "               | "                 | "         | All light lookouts pumps &          |
| 11  | "            | 6    | "                  | "     |       |          |         | "         | "               | "                 | "         | ventilators strictly attended to.   |
| 12  | "            | 6    | "                  | "     |       |          |         | "         | "               | "                 | "         |                                     |

## BEARING &amp; DISTANCE AT NOON

| COURSE | DISTANCE | Difference Latitude | Departure | Latitude by Account | Latitude Observed | Difference of Longitude | Longitude by Account | Longitude by Chronometer | Longitude Observed | Variation | Distance Run per Patent Log |
|--------|----------|---------------------|-----------|---------------------|-------------------|-------------------------|----------------------|--------------------------|--------------------|-----------|-----------------------------|
| S 106  | 163      | 29                  | 160       | 46° 31'             | 46° 30'           | 221                     | 75° 51'              | 75° 53'                  | 75° 53'            | 5" N      | —                           |

## ON THE LOOK-OUT

| From | To |
|------|----|
| 6    | 8  |
| 8    | 10 |
| 10   | 12 |
| 12   | 2  |
| 2    | 4  |
| 4    | 6  |
| 6    | 8  |

O. Richmond

Mate.

## NAME

M. J. J. J.  
H. J. J. J.  
H. J. J. J.  
H. J. J. J.  
H. J. J. J.  
H. J. J. J.  
H. J. J. J.

## LANTERNS HUNG OUT

From Sunset To Sunrise

Master.

LOG of the  
From"Entsifer"  
L. pool

Towards Wellington

## CHIEF OFFICER'S LOG.

| Hrs | Distance Run |      | WINDS—see Formula. |       | Force | Sail Set | Lee Way | Barometer | Temperature Air | Temperature Water | Deviation | REMARKS, &c.                            |
|-----|--------------|------|--------------------|-------|-------|----------|---------|-----------|-----------------|-------------------|-----------|-----------------------------------------|
|     | Course       | Rate | Direction          | Force |       |          |         |           |                 |                   |           |                                         |
| 1   | East         | 6    | W. by N            | 5     |       |          |         | 29.56     | 54              | 53                |           | Wednesday June 26 <sup>th</sup> 1895.   |
| 2   | "            | 6    | "                  | "     |       |          |         | "         | "               | "                 | "         | This day begins with moderate breeze    |
| 3   | "            | 6    | "                  | "     |       |          |         | "         | "               | "                 | "         | from the West & clear very fine         |
| 4   | "            | 6    | "                  | "     |       |          |         | "         | "               | "                 | "         | Camelus from N.W. Sea moderate          |
| 5   | "            | 4    | "                  | "     |       |          |         | "         | "               | "                 | "         | People variously employed.              |
| 9   | "            | 4    | "                  | "     |       |          |         | "         | "               | "                 | "         | Two of crew sailmaking                  |
| 7   | "            | 4    | "                  | "     |       |          |         | "         | "               | "                 | "         | Carpenter at his trade.                 |
| 8   | "            | 4    | "                  | "     |       |          |         | "         | "               | "                 | "         |                                         |
| 9   | "            | 3    | "                  | 3     |       |          |         | "         | "               | "                 | "         |                                         |
| 10  | "            | 3    | W. by N            | "     |       |          |         | "         | "               | "                 | "         | Wind falling light.                     |
| 11  | "            | 3    | "                  | "     |       |          |         | "         | "               | "                 | "         |                                         |
| 12  | "            | 3    | "                  | "     |       |          |         | "         | "               | "                 | "         |                                         |
| 1   | E. by S      | 2    | NE                 | 2     |       |          |         | 29.56     | 54              | 53                |           | 1 am - hauled out to N.E. light         |
| 2   | "            | 2    | "                  | "     |       |          |         | "         | "               | "                 | "         | wind unsteady in force, barometer       |
| 3   | "            | 2    | "                  | "     |       |          |         | "         | "               | "                 | "         | rapidly falling.                        |
| 4   | "            | 2    | "                  | 3     |       |          |         | "         | "               | "                 | "         | 4 freshening rapidly, sky becoming      |
| 5   | E. by S      | 5    | "                  | 6     |       |          |         | "         | "               | "                 | "         | cloudy & very threatening in appearance |
| 9   | "            | 5    | "                  | "     |       |          |         | "         | "               | "                 | "         | hauled all small sail.                  |
| 7   | "            | 5    | "                  | "     |       |          |         | "         | "               | "                 | "         |                                         |
| 8   | "            | 5    | "                  | "     |       |          |         | "         | "               | "                 | "         | 8 handed top gallant sail & mastsail    |
| 9   | S. E.        | 2    | "                  | "     |       |          |         | "         | "               | "                 | "         | topsails & 1st.                         |
| 10  | "            | 2    | "                  | 8     |       |          |         | "         | "               | "                 | "         | 10 " fore sail & m. lower top sail      |
| 11  | "            | 2    | "                  | 4     |       |          |         | "         | "               | "                 | "         | blowing whole gale, with fierce         |
| 12  | "            | 2    | "                  | "     |       |          |         | "         | "               | "                 | "         | gale. sea rising to a great height      |

## BEARING &amp; DISTANCE AT NOON

| COURSE | DISTANCE | Difference Latitude | Departure | Latitude by Account | Latitude Observed | Difference of Longitude | Longitude by Account | Longitude by Chronometer | Longitude Observed | Variation | Distance Run per Patent Log |
|--------|----------|---------------------|-----------|---------------------|-------------------|-------------------------|----------------------|--------------------------|--------------------|-----------|-----------------------------|
| S 106  | 88       | 18                  | 86        | 46° 44'             | 46° 44'           | 118                     | 75° 51'              | 75° 51'                  | 75° 51'            | 10" N     | —                           |

## ON THE LOOK-OUT

| From | To |
|------|----|
| 6    | 8  |
| 8    | 10 |
| 10   | 12 |
| 12   | 2  |
| 2    | 4  |
| 4    | 6  |
| 6    | 8  |

O. Richmond

Mate.

## NAME

Brid  
Maynson  
Johnston  
Herman  
H. J. J. J.  
H. J. J. J.  
H. J. J. J.

## LANTERNS HUNG OUT

From Sunset To Sunrise

Master.

CHIEF OFFICER'S LOG

| Hrs | Course | Distance Run | WINDS—see Formula | Force | Sail Set | Lee Way | Remarks, &c.                                                               |
|-----|--------|--------------|-------------------|-------|----------|---------|----------------------------------------------------------------------------|
| 1   | E x S  | 3            | NW                | 10    |          |         | Thursday June 27 <sup>th</sup> 1891                                        |
| 2   | "      | 3            | "                 | "     |          |         | This day begins blowing furiously from NW, with squalls of hurricane force |
| 3   | "      | 2            | "                 | "     |          |         | Sea running to a tremendous height                                         |
| 4   | East   | 2            | "                 | "     |          |         | vessel sometimes completely submerging                                     |
| 5   | "      | 2            | "                 | "     |          |         | boom & fore-castle 4 <sup>th</sup> gun ft being                            |
| 6   | "      | 2            | "                 | "     |          |         | literally torn of the boom, vessel laying                                  |
| 7   | "      | 3            | "                 | "     |          |         | to under fore & main lower topsails, to                                    |
| 8   | "      | 3            | "                 | "     |          |         | ease the ship we attempted to take in                                      |
| 9   | S x E  | 3            | "                 | "     |          |         | to fore lower topsail, as there would in-                                  |
| 10  | "      | 3            | "                 | "     |          |         | ally have been some damage done, unless                                    |
| 11  | "      | 3            | "                 | "     |          |         | we done so, however on attempting to                                       |
| 12  | N x E  | 3            | "                 | "     |          |         | clear it up, it split & immediately blew                                   |
| 1   | "      | 4            | "                 | 10    |          |         | to ribbons, ship laying to much easier                                     |
| 2   | "      | 4            | "                 | "     |          |         | under main lower topsail, 11 am wind                                       |
| 3   | "      | 4            | "                 | "     |          |         | shifted to the westward & barometer rapidly                                |
| 4   | North  | 4            | "                 | "     |          |         | going up, blowing fiercely whilst doing                                    |
| 5   | "      | 6            | "                 | "     |          |         | so, force 10, force 11 during squalls. Sea                                 |
| 6   | "      | 6            | "                 | "     |          |         | confused, & at times rollers of huge prop-                                 |
| 7   | "      | 6            | "                 | "     |          |         | ortions rolling clean on board completely                                  |
| 8   | "      | 6            | "                 | "     |          |         | flooding the deck. put out two oil bags                                    |
| 9   | East   | 7            | "                 | "     |          |         | which prevented the heavy sea breaking                                     |
| 10  | "      | 7            | "                 | "     |          |         | overboard rolling dreadfully at times and                                  |
| 11  | E x N  | 7            | "                 | "     |          |         | heavily pulling starboard rail under water                                 |
| 12  | "      | 7            | "                 | "     |          |         | heavily sounds on after hold, swarmed some cargo                           |

BEARING & DISTANCE AT NOON

| COURSE | DISTANCE | Difference Latitude | Departure | Latitude by Account | Latitude Observed | Difference of Longitude | Longitude by Account | Longitude by Chronometer | Longitude Observed | Variation | Distance Run per Patent Log |
|--------|----------|---------------------|-----------|---------------------|-------------------|-------------------------|----------------------|--------------------------|--------------------|-----------|-----------------------------|
| N 73 E | 107      | 30                  | 48        | 46-14               | 46-24             | 136                     | 80-11                | 80-15                    | 80-16              | 4 min     |                             |

ON THE LOOK-OUT

| From | To |
|------|----|
| 6    | 8  |
| 8    | 10 |
| 10   | 12 |
| 12   | 2  |
| 2    | 4  |
| 4    | 6  |
| 6    | 8  |

*Richmond*

Mate.

LANTERNS HUNG OUT

| From                              | To      |
|-----------------------------------|---------|
| Sunset                            | Sunrise |
| moderating towards 12 noon set    |         |
| sail accordingly, & sent another  |         |
| lower topsail foreward. Kept away |         |
| before the wind at 9 PM. under    |         |
| foresail & upper topsails.        |         |

Master.

CHIEF OFFICER'S LOG

| Hrs | Course | Distance Run | WINDS—see Formula | Force | Sail Set | Lee Way | Remarks, &c.                                |
|-----|--------|--------------|-------------------|-------|----------|---------|---------------------------------------------|
| 1   | East   | 11           | West              | 9     |          |         | Friday June 28 <sup>th</sup> 1891           |
| 2   | "      | 11           | "                 | "     |          |         | This day begins with moderate westerly      |
| 3   | "      | 11           | "                 | "     |          |         | gale, steady in force, sky clear, weather   |
| 4   | "      | 11           | "                 | "     |          |         | moderating, sea still running pretty        |
| 5   | "      | 11           | "                 | "     |          |         | high but true, vessel running               |
| 9   | "      | 11           | "                 | "     |          |         | with topsail, courses, & M. 1st yellow sail |
| 7   | "      | 11           | "                 | "     |          |         | down from the NW.                           |
| 8   | "      | 11           | WNW               | "     |          |         | wind veering out northerly clear            |
| 9   | "      | 11           | "                 | "     |          |         | sea becoming, sky cleared at 5 min          |
| 10  | "      | 11           | "                 | "     |          |         | Carpenter sounded the bell this morning     |
| 11  | "      | 11           | "                 | "     |          |         | reported more water than usual in           |
| 12  | "      | 11           | "                 | "     |          |         | the well, 9 <sup>th</sup> pumped ship dry.  |
| 1   | East   | 11           | NW                | 9     |          |         | ward NW, blowing strong breeze.             |
| 2   | "      | 11           | "                 | "     |          |         | sea moderate, setting in thick              |
| 3   | "      | 11           | "                 | "     |          |         | & drizzle rain, squally.                    |
| 4   | "      | 11           | "                 | "     |          |         |                                             |
| 5   | "      | 11           | "                 | "     |          |         | Mt. Hatcher takes off discovery, lee of     |
| 9   | "      | 11           | "                 | "     |          |         | burk of soda broke adrift several           |
| 7   | "      | 11           | "                 | "     |          |         | casks. Smashed up corn employed             |
| 8   | E x N  | 11           | "                 | "     |          |         | blocking off as well as possible under      |
| 9   | "      | 11           | "                 | "     |          |         | the circumstances                           |
| 10  | "      | 11           | "                 | "     |          |         | All lights look out pumps &                 |
| 11  | "      | 11           | "                 | "     |          |         | Ventilators & trunks attached to.           |
| 12  | "      | 11           | "                 | "     |          |         |                                             |

BEARING & DISTANCE AT NOON

| COURSE | DISTANCE | Difference Latitude | Departure | Latitude by Account | Latitude Observed | Difference of Longitude | Longitude by Account | Longitude by Chronometer | Longitude Observed | Variation | Distance Run per Patent Log |
|--------|----------|---------------------|-----------|---------------------|-------------------|-------------------------|----------------------|--------------------------|--------------------|-----------|-----------------------------|
| S 88 E | 28 1/4   | 9                   | 26 1/2    | 46-53               | 46-38             | 380                     | 86-36                | 86-35                    | 86-55              | 4 by      |                             |

ON THE LOOK-OUT

| From | To |
|------|----|
| 6    | 8  |
| 8    | 10 |
| 10   | 12 |
| 12   | 2  |
| 2    | 4  |
| 4    | 6  |
| 6    | 8  |

*Richmond*

Mate.

LANTERNS HUNG OUT

| From                              | To      |
|-----------------------------------|---------|
| Sunset                            | Sunrise |
| moderating towards 12 noon set    |         |
| sail accordingly, & sent another  |         |
| lower topsail foreward. Kept away |         |
| before the wind at 9 PM. under    |         |
| foresail & upper topsails.        |         |

Master.

## CHIEF OFFICER'S LOG

| Hrs | Course | Distance Run<br>Knots<br>Fathoms | WINDS—see Formula<br>Direction Force | Sail Set | Lee Way | Barometer | Temperature Air | Temperature Water | Dew Point | REMARKS, &c.                                                        |
|-----|--------|----------------------------------|--------------------------------------|----------|---------|-----------|-----------------|-------------------|-----------|---------------------------------------------------------------------|
|     |        |                                  |                                      |          |         |           |                 |                   |           | Saturday June 29 <sup>th</sup> 1895.                                |
| 1   | East   | 9                                | SW 8                                 |          |         | 29.51     | 10.4            |                   |           | This day begins with strong breeze from the NW, strong, small rain. |
| 2   |        | 4                                |                                      |          |         |           |                 |                   |           | sky clouded & overcast sea moderate, westerly swell.                |
| 3   |        | 4                                |                                      |          |         |           |                 |                   |           |                                                                     |
| 4   |        | 4                                |                                      |          |         |           |                 |                   |           |                                                                     |
| 5   |        | 4                                |                                      |          |         |           |                 |                   |           |                                                                     |
| 6   |        | 4                                | North                                |          |         |           |                 |                   |           | People variously employed.                                          |
| 7   |        | 4                                |                                      |          |         |           |                 |                   |           | Carpenter at his trade oiling                                       |
| 8   |        | 4                                |                                      |          |         | 29.50     |                 |                   |           | sterning gear, donkey engine pump 15.                               |
| 9   |        | 4                                |                                      |          |         |           |                 |                   |           | Wind drawing southerly.                                             |
| 10  |        | 4                                |                                      |          |         |           |                 |                   |           |                                                                     |
| 11  |        | 4                                |                                      |          |         |           |                 |                   |           |                                                                     |
| 12  |        | 4                                |                                      |          |         | 29.50     |                 |                   |           | Fresh southerly wind with                                           |
| 1   | East   | 8                                | North                                | Y        |         | 29.50     |                 |                   |           | dripping continuous rain, sea                                       |
| 2   |        | 8                                |                                      |          |         |           |                 |                   |           | moderate, wind lessening in                                         |
| 3   |        | 8                                |                                      |          |         |           |                 |                   |           | force, continued westerly swell,                                    |
| 4   |        | 8                                |                                      |          |         |           |                 |                   |           |                                                                     |
| 5   |        | 8                                |                                      |          |         |           |                 |                   |           |                                                                     |
| 6   |        | 8                                |                                      |          |         |           |                 |                   |           |                                                                     |
| 7   |        | 8                                |                                      |          |         |           |                 |                   |           | 9 heavy rain, shifted to the                                        |
| 8   |        | 4                                |                                      |          |         |           |                 |                   |           | Westward suddenly, & began                                          |
| 9   |        | 4                                | West                                 | 6        |         | 29.50     |                 |                   |           | to clear up, stored all fore & aft                                  |
| 10  |        | 4                                |                                      |          |         |           |                 |                   |           | Canvas.                                                             |
| 11  |        | 4                                |                                      |          |         |           |                 |                   |           | All light lookout pumps & Ventil-                                   |
| 12  |        | 4                                |                                      |          |         |           |                 |                   |           | ators strictly attended to.                                         |

BEARING &amp; DISTANCE AT NOON.

| COURSE   | DISTANCE | Difference Latitude | Departure | Latitude by Account | Latitude Observed | Difference of Longitude | Longitude by Account | Longitude by Chronometer | Longitude Observed | Variation | Distance Run per Patent Log |
|----------|----------|---------------------|-----------|---------------------|-------------------|-------------------------|----------------------|--------------------------|--------------------|-----------|-----------------------------|
| 88 1/2 E | 191      | 20'                 | 194       | 46 58               | 46 55             | 289'                    | 91 44                | 91 38                    | 91 38              | 5' 54"    | —                           |

ON THE LOOK-OUT

| From | To |
|------|----|
| 6    | 8  |
| 8    | 10 |
| 10   | 12 |
| 12   | 2  |
| 2    | 4  |
| 4    | 6  |
| 6    | 8  |

NAME

Ried  
Marsden  
Johnston  
Herman  
Hosmer  
Loney  
Pallack

LANTERNS HUNG OUT

From Sunset To Sunrise

J Richmond

Mate.

Master.

## CHIEF OFFICER'S LOG.

| Hrs | Course | Distance Run<br>Knots<br>Fathoms | WINDS—see Formula<br>Direction Force | Sail Set | Lee Way | Barometer | Temperature Air | Temperature Water | Dew Point | REMARKS, &c.                                                                                                                                 |
|-----|--------|----------------------------------|--------------------------------------|----------|---------|-----------|-----------------|-------------------|-----------|----------------------------------------------------------------------------------------------------------------------------------------------|
|     |        |                                  |                                      |          |         |           |                 |                   |           | Sunday June 30 <sup>th</sup> 1895.                                                                                                           |
| 1   | E.N.E. | 4                                | East                                 | 6.5      |         | 29.50     | 14.5            |                   |           | This day begins with fresh breeze from the West, clear & fine, sea moderate, westerly swell, cum rapidly from the NW. all square canvas set. |
| 2   |        | 4                                |                                      |          |         |           |                 |                   |           | Barometer steady.                                                                                                                            |
| 3   |        | 4                                |                                      |          |         |           |                 |                   |           |                                                                                                                                              |
| 4   |        | 4                                |                                      |          |         |           |                 |                   |           |                                                                                                                                              |
| 5   |        | 4                                |                                      |          |         |           |                 |                   |           |                                                                                                                                              |
| 6   |        | 4                                |                                      |          |         |           |                 |                   |           |                                                                                                                                              |
| 7   |        | 4                                |                                      |          |         |           |                 |                   |           | Sunday Respected.                                                                                                                            |
| 8   |        | 4                                |                                      |          |         |           |                 |                   |           |                                                                                                                                              |
| 9   |        | 4                                |                                      |          |         |           |                 |                   |           |                                                                                                                                              |
| 10  |        | 4                                |                                      |          |         |           |                 |                   |           |                                                                                                                                              |
| 11  |        | 4                                |                                      |          |         |           |                 |                   |           |                                                                                                                                              |
| 12  |        | 4                                | WNW                                  |          |         | 29.50     |                 |                   |           | Mild, wind freshening & hauling out.                                                                                                         |
| 1   |        | 8                                |                                      | Y        |         | 29.47     |                 |                   |           | Northerly, sky becoming clouded, & overcast.                                                                                                 |
| 2   |        | 8                                |                                      |          |         |           |                 |                   |           | light frequent shower, sea moderate                                                                                                          |
| 3   |        | 8                                |                                      |          |         |           |                 |                   |           | simon stands forming in the NW.                                                                                                              |
| 4   |        | 8                                |                                      |          |         |           |                 |                   |           | Barometer falling very slowly, set                                                                                                           |
| 5   |        | 8                                |                                      |          |         |           |                 |                   |           | lower staysails, all jibs, & spinnaker.                                                                                                      |
| 6   |        | 8                                |                                      |          |         |           |                 |                   |           | passed some wreckage about a                                                                                                                 |
| 7   |        | 8                                |                                      |          |         |           |                 |                   |           | mile off, unable to determine                                                                                                                |
| 8   |        | 8                                |                                      |          |         |           |                 |                   |           | exactly what it consisted of.                                                                                                                |
| 9   |        | 8                                | SW                                   |          |         |           |                 |                   |           |                                                                                                                                              |
| 10  |        | 8                                |                                      |          |         |           |                 |                   |           | All light lookout pump & Ventil-                                                                                                             |
| 11  |        | 8                                |                                      |          |         |           |                 |                   |           | ators attended to.                                                                                                                           |
| 12  |        | 8                                |                                      |          |         |           |                 |                   |           |                                                                                                                                              |

BEARING &amp; DISTANCE AT NOON.

| COURSE | DISTANCE | Difference Latitude | Departure | Latitude by Account | Latitude Observed | Difference of Longitude | Longitude by Account | Longitude by Chronometer | Longitude Observed | Variation | Distance Run per Patent Log |
|--------|----------|---------------------|-----------|---------------------|-------------------|-------------------------|----------------------|--------------------------|--------------------|-----------|-----------------------------|
| 284 E  | 186      | 8'                  | 186       | 46 44               | 46 45             | 273'                    | 96 08                | 96 10                    | 96 10              | 5' 54"    | —                           |

ON THE LOOK-OUT

| From | To |
|------|----|
| 6    | 8  |
| 8    | 10 |
| 10   | 12 |
| 12   | 2  |
| 2    | 4  |
| 4    | 6  |
| 6    | 8  |

NAME

Marsden  
Ried  
Johnston  
Herman  
Hosmer  
Loney  
Pallack

LANTERNS HUNG OUT

From Sunset To Sunrise

J Richmond

Mate.

Master.

CHIEF OFFICER'S LOG.

| Hrs. | Course  | Distance Run | WINDS—see Formula | Direction | Force | Sail Set | Lee Way | Barometer | Temperature Air | Temperature Water | Remarks, &c.                           |
|------|---------|--------------|-------------------|-----------|-------|----------|---------|-----------|-----------------|-------------------|----------------------------------------|
| 1    | E 1/2 N | 4            | 1                 | NW        | 4     |          |         | 29.4      | 41.4            | 56                | Monday, July 1 <sup>st</sup> 1895.     |
| 2    |         | 4            | 1                 |           |       |          |         |           |                 |                   | This day begins with strong breeze     |
| 3    |         | 4            | 1                 |           |       |          |         |           |                 |                   | cloudy forecast, drizzling rain        |
| 4    |         | 4            | 1                 |           |       |          |         |           |                 |                   | gusty at times, storm signal           |
| 5    |         | 4            | 1                 |           |       |          |         |           |                 |                   | Sail                                   |
| 6    |         | 4            | 1                 |           |       |          |         |           |                 |                   | People variously employed              |
| 7    |         | 4            | 1                 |           |       |          |         |           |                 |                   | Two of our sailmakers in the Boat Room |
| 8    |         | 4            | 1                 |           |       |          |         |           |                 |                   | Carpenter at his trade.                |
| 9    |         | 4            | 1                 |           |       |          |         |           |                 |                   |                                        |
| 10   |         | 4            | 1                 |           |       |          |         |           |                 |                   |                                        |
| 11   |         | 4            | 1                 |           |       |          |         |           |                 |                   |                                        |
| 12   |         | 4            | 1                 |           |       |          |         |           |                 |                   |                                        |
| 1    | E 1/2 N | 4            | 1                 | NW        | 4     |          |         | 29.4      | 41.4            | 56                | Mid wind gusty at times                |
| 2    |         | 4            | 1                 |           |       |          |         |           |                 |                   | sky thick overcast heavy               |
| 3    |         | 4            | 1                 |           |       |          |         |           |                 |                   | rain squalls at intervals              |
| 4    |         | 4            | 1                 |           |       |          |         |           |                 |                   | Sea rising in the NW.                  |
| 5    |         | 4            | 1                 |           |       |          |         |           |                 |                   |                                        |
| 6    |         | 4            | 1                 |           |       |          |         |           |                 |                   |                                        |
| 7    |         | 4            | 1                 |           |       |          |         |           |                 |                   |                                        |
| 8    |         | 4            | 1                 |           |       |          |         |           |                 |                   |                                        |
| 9    |         | 4            | 1                 |           |       |          |         |           |                 |                   |                                        |
| 10   |         | 4            | 1                 |           |       |          |         |           |                 |                   | All light lookouts pumps &             |
| 11   |         | 4            | 1                 |           |       |          |         |           |                 |                   | ventilator strictly attended to.       |
| 12   |         | 4            | 1                 |           |       |          |         |           |                 |                   |                                        |

BEARING & DISTANCE AT NOON.

| COURSE  | DISTANCE | Difference Latitude | Departure | Latitude by Account | Latitude Observed | Difference of Longitude | Longitude by Account | Longitude by Chronometer | Longitude Observed | Variation | Distance Run per Patent Log |
|---------|----------|---------------------|-----------|---------------------|-------------------|-------------------------|----------------------|--------------------------|--------------------|-----------|-----------------------------|
| N 88° E | 180      | 06'                 | 180'      | 46° 34'             |                   | 26° 5'                  | 106° 30'             | No Sun                   |                    | 5° E      |                             |

ON THE LOOKOUT

| From | To |
|------|----|
| 1    | 6  |
| 6    | 8  |
| 8    | 10 |
| 10   | 12 |
| 12   | 2  |
| 2    | 4  |
| 4    | 6  |
| 6    | 8  |

Richmond

Mate.

LANTERNS HUNG OUT

| From   | To      |
|--------|---------|
| Sunset | Sunrise |

Master.

CHIEF OFFICER'S LOG.

| Hrs. | Course  | Distance Run | WINDS—see Formula | Direction | Force | Sail Set | Lee Way | Barometer | Temperature Air | Temperature Water | Remarks, &c.                        |
|------|---------|--------------|-------------------|-----------|-------|----------|---------|-----------|-----------------|-------------------|-------------------------------------|
| 1    | E 1/2 N | 11           | 1                 | NW        | 10    |          |         | 29.4      | 41.4            | 56                | Tuesday, July 2 <sup>nd</sup> 1895. |
| 2    |         | 11           | 1                 |           |       |          |         |           |                 |                   | This day begins with freshening     |
| 3    |         | 11           | 1                 |           |       |          |         |           |                 |                   | NW Gale with hard squalls, sea      |
| 4    |         | 11           | 1                 |           |       |          |         |           |                 |                   | rising rapidly, hauled Top Gall.    |
| 5    |         | 11           | 1                 |           |       |          |         |           |                 |                   | Continued drizzling rain, sky       |
| 9    |         | 11           | 1                 |           |       |          |         |           |                 |                   | heavy forecast.                     |
| 7    |         | 11           | 1                 |           |       |          |         |           |                 |                   | People variously employed           |
| 8    |         | 11           | 1                 |           |       |          |         |           |                 |                   | Carpenter at his trade.             |
| 9    |         | 11           | 1                 |           |       |          |         |           |                 |                   |                                     |
| 10   |         | 11           | 1                 |           |       |          |         |           |                 |                   |                                     |
| 11   |         | 11           | 1                 |           |       |          |         |           |                 |                   |                                     |
| 12   |         | 11           | 1                 |           |       |          |         |           |                 |                   |                                     |
| 1    | East    | 11           | 1                 | West      | 10    |          |         | 29.4      | 41.4            | 56                | Blowing hard, with heavy rain       |
| 2    |         | 11           | 1                 |           |       |          |         |           |                 |                   | squalls, wind shifted to the W.     |
| 3    |         | 11           | 1                 |           |       |          |         |           |                 |                   | Sea running to a great height       |
| 4    |         | 11           | 1                 |           |       |          |         |           |                 |                   | vessel rolling & straining heavily  |
| 5    |         | 11           | 1                 |           |       |          |         |           |                 |                   | & taking immense quantities of      |
| 9    |         | 11           | 1                 |           |       |          |         |           |                 |                   | water on board, vessel running      |
| 7    |         | 11           | 1                 |           |       |          |         |           |                 |                   | with full main top-sail &           |
| 8    |         | 11           | 1                 |           |       |          |         |           |                 |                   | fore-sail.                          |
| 9    |         | 11           | 1                 |           |       |          |         |           |                 |                   |                                     |
| 10   |         | 11           | 1                 |           |       |          |         |           |                 |                   | All light lookouts pumps &          |
| 11   |         | 11           | 1                 |           |       |          |         |           |                 |                   | ventilator strictly attended to.    |
| 12   |         | 11           | 1                 |           |       |          |         |           |                 |                   |                                     |

BEARING & DISTANCE AT NOON.

| COURSE  | DISTANCE | Difference Latitude | Departure | Latitude by Account | Latitude Observed | Difference of Longitude | Longitude by Account | Longitude by Chronometer | Longitude Observed | Variation | Distance Run per Patent Log |
|---------|----------|---------------------|-----------|---------------------|-------------------|-------------------------|----------------------|--------------------------|--------------------|-----------|-----------------------------|
| N 88° E | 264      | 04'                 | 255'      | 44° 36'             | 44° 38'           | 106° 45'                | 34° 6'               | 106° 44'                 | 106° 44'           | 14° E     |                             |

ON THE LOOKOUT

| From | To |
|------|----|
| 1    | 6  |
| 6    | 8  |
| 8    | 10 |
| 10   | 12 |
| 12   | 2  |
| 2    | 4  |
| 4    | 6  |
| 6    | 8  |

Richmond

Mate.

NAME

Johnston  
Stoane  
Royal  
Hepman  
Sherlock  
Abrahamson  
Maynard

LANTERNS HUNG OUT

| From   | To      |
|--------|---------|
| Sunset | Sunrise |

Master.

CHIEF OFFICER'S LOG

| Hrs | Standard | Distance Run | WINDS—see Formula | REMARKS, &c.                             |
|-----|----------|--------------|-------------------|------------------------------------------|
|     | Course   | Knots        | Force             |                                          |
| 1   | E 1/2 N  | 10           | W 1/2 S 9         | Wednesday July 3 <sup>rd</sup> 1894      |
| 2   | "        | 10           | "                 | This day begins with moderate            |
| 3   | "        | 10           | "                 | gale, clearing up, & sea lessening.      |
| 4   | "        | 9            | "                 | frequent falls of snow. at               |
| 5   | "        | 9            | "                 | 10 p.m. antech. from from the            |
| 6   | "        | 9            | "                 | Westward.                                |
| 7   | "        | 9            | "                 | People variously employed.               |
| 8   | "        | 9            | "                 | Carpenter at his trade.                  |
| 9   | "        | 9            | "                 | "                                        |
| 10  | "        | 9            | "                 | "                                        |
| 11  | "        | 9            | "                 | "                                        |
| 12  | "        | 9            | "                 | "                                        |
| 1   | E 1/2 N  | 9            | W 1/2 S 6         | Mid moderate steady breeze               |
| 2   | "        | 9            | "                 | clear & fine sea moderate.               |
| 3   | "        | 9            | "                 | Westward swell, set all sail.            |
| 4   | "        | 9            | "                 | Large cumulus clouds moving              |
| 5   | "        | 9            | "                 | slowly from the W <sup>th</sup> falls of |
| 6   | "        | 9            | "                 | snow at intervals.                       |
| 7   | "        | 9            | "                 | "                                        |
| 8   | "        | 9            | "                 | "                                        |
| 9   | "        | 9            | "                 | All light lookouts pumps &               |
| 10  | "        | 9            | "                 | ventilators strictly attended to.        |
| 11  | "        | 9            | "                 | "                                        |
| 12  | "        | 9            | "                 | "                                        |

BEARING & DISTANCE AT NOON

| COURSE | DISTANCE | Difference Latitude | Departure | Latitude by Account | Latitude Observed | Difference of Longitude | Longitude by Account | Longitude by Chronometer | Longitude Observed | Variation | Distance Run per Patent Log |
|--------|----------|---------------------|-----------|---------------------|-------------------|-------------------------|----------------------|--------------------------|--------------------|-----------|-----------------------------|
| 185 E  | 185      | 21                  | 187       | 47° 18'             | 47° 14'           | 265                     | 111° 18'             | 111° 10'                 | 111° 10'           | 14" N     |                             |

ON THE LOOK-OUT

| From       | To | NAME       | LANTERNS HUNG OUT      |
|------------|----|------------|------------------------|
| 6          | 8  | Johnston   | From Sunset To Sunrise |
| 8          | 10 | Boone      |                        |
| 10         | 12 | Royal      |                        |
| 12         | 2  | Herman     |                        |
| 2          | 4  | Shellock   |                        |
| 4          | 6  | Abrahamson |                        |
| 6          | 8  | Landon     |                        |
| C Richmond |    | Mate.      | Master.                |

CHIEF OFFICER'S LOG.

| Hrs | Standard | Distance Run | WINDS—see Formula | REMARKS, &c.                                     |
|-----|----------|--------------|-------------------|--------------------------------------------------|
|     | Course   | Knots        | Force             |                                                  |
| 1   | E 1/2 N  | 9            | W 1/2 S 6         | Thursday July 4 <sup>th</sup> 1895               |
| 2   | "        | 9            | "                 | This day begins with moderate                    |
| 3   | "        | 9            | "                 | breeze clear & fine sea moderate                 |
| 4   | "        | 9            | "                 | Westward swell, cumulus from the W <sup>th</sup> |
| 5   | "        | 9            | "                 | People variously employed around                 |
| 6   | "        | 9            | "                 | the deck.                                        |
| 7   | "        | 9            | "                 | Try of corn sailmaking                           |
| 8   | "        | 9            | "                 | Carpenter at his trade. mending                  |
| 9   | "        | 9            | "                 | deck for running gear.                           |
| 10  | "        | 9            | "                 | "                                                |
| 11  | "        | 9            | "                 | "                                                |
| 12  | "        | 9            | "                 | "                                                |
| 1   | E 1/2 N  | 9            | W 1/2 S 6         | Mid continued strong steady                      |
| 2   | "        | 9            | "                 | breeze, frequent showers of                      |
| 3   | "        | 9            | "                 | hail sea moderate with                           |
| 4   | "        | 9            | "                 | Westward swell, large cumulus                    |
| 5   | "        | 9            | "                 | clouds from the Westward.                        |
| 6   | "        | 9            | "                 | "                                                |
| 7   | "        | 9            | "                 | "                                                |
| 8   | "        | 9            | "                 | "                                                |
| 9   | "        | 9            | "                 | All light lookouts pumps &                       |
| 10  | "        | 9            | "                 | ventilators strictly attended to.                |
| 11  | "        | 9            | "                 | Wind becoming unsteady &                         |
| 12  | "        | 9            | "                 | inclined to fall light.                          |

BEARING & DISTANCE AT NOON

| COURSE | DISTANCE | Difference Latitude | Departure | Latitude by Account | Latitude Observed | Difference of Longitude | Longitude by Account | Longitude by Chronometer | Longitude Observed | Variation | Distance Run per Patent Log |
|--------|----------|---------------------|-----------|---------------------|-------------------|-------------------------|----------------------|--------------------------|--------------------|-----------|-----------------------------|
| 180 E  | 177      | 24                  | 170       | 46° 50'             | 46° 51'           | 249                     | 115° 16'             | 115° 15'                 | 115° 15'           | 5" N      |                             |

ON THE LOOK-OUT

| From       | To | NAME     | LANTERNS HUNG OUT      |
|------------|----|----------|------------------------|
| 6          | 8  | Johnston | From Sunset To Sunrise |
| 8          | 10 | Herman   |                        |
| 10         | 12 | Shellock |                        |
| 12         | 2  | Herman   |                        |
| 2          | 4  | Royal    |                        |
| 4          | 6  | Loney    |                        |
| 6          | 8  | Pollock  |                        |
| C Richmond |    | Mate.    | Master.                |

CHIEF OFFICER'S LOG.

| Hrs | Star | Course | Distance Run | WINDS—see Formula | Force | Sail Set | Lee Way | Barometer | Temperature Air | Temperature Water | Remarks, &c.                        |
|-----|------|--------|--------------|-------------------|-------|----------|---------|-----------|-----------------|-------------------|-------------------------------------|
|     |      |        |              |                   |       |          |         |           |                 |                   | Friday July 5 <sup>th</sup> 1890    |
| 1   |      | E. 4   | 6            | West              | 5     |          |         | 30.45     | 44.8            |                   | This day begins with moderate       |
| 2   |      |        | 6            |                   |       |          |         |           |                 |                   | westerly winds clear every fine     |
| 3   |      |        | 6            |                   |       |          |         |           |                 |                   | sea quiet, cumulus from the W.      |
| 4   |      |        | 6            |                   |       |          |         |           |                 |                   | with very unsteady in force         |
| 5   |      |        | 6            |                   |       |          |         |           |                 |                   | & direction.                        |
| 6   |      |        | 6            |                   |       |          |         |           |                 |                   |                                     |
| 7   |      |        | 5            |                   |       |          |         |           |                 |                   | People variously employed           |
| 8   |      |        | 5            | NW                | 4     |          |         |           |                 |                   | at sandry work round the docks      |
| 9   |      |        | 5            |                   |       |          |         |           |                 |                   | Two of crew sailmaking              |
| 10  |      |        | 5            |                   |       |          |         |           |                 |                   | Carpenter making blocks.            |
| 11  |      |        | 5            |                   |       |          |         |           |                 |                   |                                     |
| 12  |      |        | 5            |                   |       |          |         |           |                 |                   |                                     |
| 1   |      | E. 4   | 4            | North             | 3     |          |         |           |                 |                   | wind falling lighter & hauled       |
| 2   |      |        | 4            |                   |       |          |         |           |                 |                   | out to the Northward, continuous    |
| 3   |      |        | 4            |                   |       |          |         |           |                 |                   | clear & exceptionally fine sea      |
| 4   |      |        | 4            |                   |       |          |         |           |                 |                   | smooth, light clouds from the       |
| 5   |      |        | 4            |                   |       |          |         |           |                 |                   | N.W.                                |
| 6   |      |        | 4            |                   |       |          |         |           |                 |                   |                                     |
| 7   |      |        | 4            | NE                | 4     |          |         |           |                 |                   |                                     |
| 8   |      |        | 4            |                   |       |          |         |           |                 |                   |                                     |
| 9   |      |        | 4            |                   |       |          |         |           |                 |                   |                                     |
| 10  |      |        | 4            |                   |       |          |         |           |                 |                   | All lights lookouts pumps           |
| 11  |      |        | 4            |                   |       |          |         |           |                 |                   | & Ventilators strictly attended to. |
| 12  |      |        | 4            |                   |       |          |         |           |                 |                   |                                     |

BEARING & DISTANCE AT NOON

| COURSE | DISTANCE | Difference Latitude | Departure | Latitude by Account | Latitude Observed | Difference of Longitude | Longitude by Account | Longitude by Chronometer | Longitude Observed | Variation Error | Distance Run per Patent Log |
|--------|----------|---------------------|-----------|---------------------|-------------------|-------------------------|----------------------|--------------------------|--------------------|-----------------|-----------------------------|
| 88.0   | 111      | 03'                 | 111'      | 46.53               | 46.55             | 165'                    | 117.18               | 117.07                   | 07.11              | 10"             |                             |

ON THE LOOK-OUT

| From | To |
|------|----|
| 5    | 6  |
| 6    | 10 |
| 10   | 17 |
| 17   | 2  |
| 2    | 4  |
| 4    | 6  |
| 6    | 8  |

NAME  
Johnston  
Joane  
Royal  
Herman  
Shellock  
Abrahamson  
Lawson

LANTERNS HUNG OUT

From Sunset To Sunrise

G Richmond

Mate.

Master.

CHIEF OFFICER'S LOG.

| Hrs | Star | Course | Distance Run | WINDS—see Formula | Force | Sail Set | Lee Way | Barometer | Temperature Air | Temperature Water | Remarks, &c.                         |
|-----|------|--------|--------------|-------------------|-------|----------|---------|-----------|-----------------|-------------------|--------------------------------------|
|     |      |        |              |                   |       |          |         |           |                 |                   | Saturday July 6 <sup>th</sup> 1890   |
| 1   |      | NE 2   | 4            | North             | 4     |          |         | 30.44     | 43.3            |                   | This day begins with strong North    |
| 2   |      |        | 4            |                   |       |          |         |           |                 |                   | wind rapidly increasing to a         |
| 3   |      |        | 4            |                   |       |          |         |           |                 |                   | gale, sea rising, shortened down     |
| 4   |      |        | 4            |                   |       |          |         |           |                 |                   | to topsails & courses. sky clouded   |
| 5   |      |        | 6            |                   |       |          |         |           |                 |                   | overcast vessel braced up on Port    |
| 9   |      |        | 6            |                   |       |          |         |           |                 |                   | Sack. barometer steadily going       |
| 7   |      |        | 6            |                   |       |          |         |           |                 |                   | down.                                |
| 8   |      |        | 6            |                   | 8     |          |         |           |                 |                   |                                      |
| 9   |      | ENE    | 4            |                   |       |          |         | 30.42     |                 |                   | Handed mainsail & mizen              |
| 10  |      |        | 4            |                   | 9     |          |         |           |                 |                   | upper topsail, hard signals.         |
| 11  |      |        | 4            |                   |       |          |         |           |                 |                   |                                      |
| 12  |      |        | 4            | NE                |       |          |         | 30.44     | 43.4            |                   |                                      |
| 1   |      | ENE    | 3            |                   | 10    |          |         |           |                 |                   | Blowing whole gale with              |
| 2   |      |        | 3            |                   |       |          |         |           |                 |                   | signals of terrific violence         |
| 3   |      |        | 3            |                   |       |          |         |           |                 |                   | hauled foresail, & upper topsail     |
| 4   |      |        | 3            |                   |       |          |         |           |                 |                   | fit & m. topmast staysail. sea       |
| 5   |      |        | 1            |                   |       |          |         |           |                 |                   | rising to a great height, vessel     |
| 9   |      |        | 1            |                   |       |          |         |           |                 |                   | rolling & straining heavily & taking |
| 7   |      |        | 1            |                   |       |          |         |           |                 |                   | heavy water on board.                |
| 8   |      |        | 1            |                   |       |          |         |           |                 |                   | Ship Hove too on Port Sack under     |
| 9   |      |        | 1            |                   |       |          |         |           |                 |                   | two lower topsails.                  |
| 10  |      |        | 1            |                   |       |          |         |           |                 |                   | Blowing fresh with hard signals      |
| 11  |      |        | 1            |                   |       |          |         |           |                 |                   | & continuous rain.                   |
| 12  |      |        | 1            |                   |       |          |         |           |                 |                   | All lights lookouts pumps & Vent-    |

BEARING & DISTANCE AT NOON

| COURSE | DISTANCE | Difference Latitude | Departure | Latitude by Account | Latitude Observed | Difference of Longitude | Longitude by Account | Longitude by Chronometer | Longitude Observed | Variation Error | Distance Run per Patent Log |
|--------|----------|---------------------|-----------|---------------------|-------------------|-------------------------|----------------------|--------------------------|--------------------|-----------------|-----------------------------|
| 84.6   | 86       | 50'                 | 70'       | 47.53               |                   | 105'                    | 119.43               |                          |                    | 10"             |                             |

ON THE LOOK-OUT

| From | To |
|------|----|
| 5    | 6  |
| 6    | 10 |
| 10   | 12 |
| 12   | 2  |
| 2    | 4  |
| 4    | 6  |
| 6    | 8  |

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