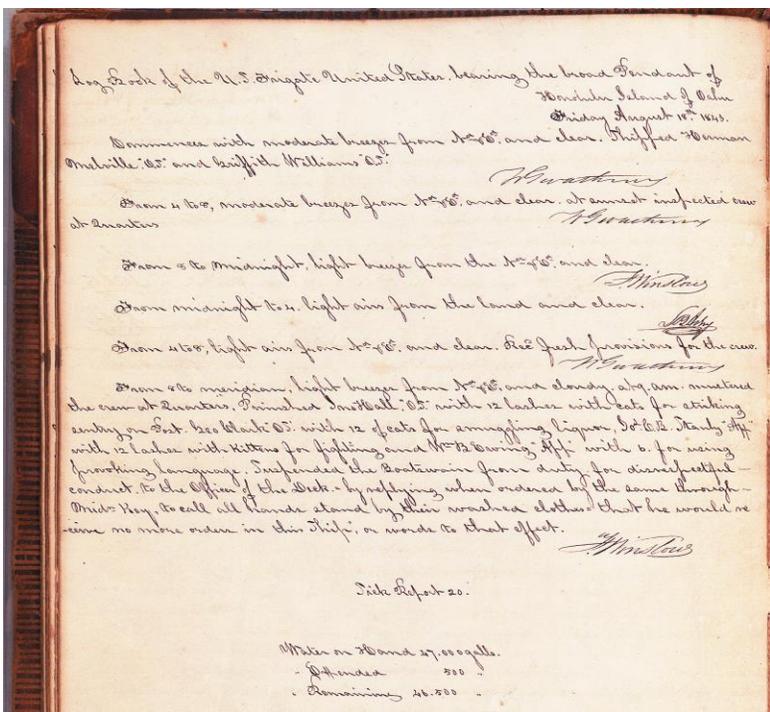


The Ship Log of the frigate USS *United States* 1843 -1844 and Herman Melville Ordinary Seaman

“In the year 1843 I shipped as ordinary seaman on board of a United States frigate, then in a harbor of the Pacific Ocean. After remaining in this frigate for more than a year, I was discharged from the service upon the vessel’s arrival home.”

Thus begins *White Jacket or the World in a Man-of-War*, Herman Melville’s 1850 semi-autobiographical account of his service aboard the frigate USS *United States* and plea for the abolition of flogging.¹ Herman Melville was born in Boston Massachusetts August 1, 1819 and died there September 28, 1891. Celebrated as one of America’s greatest novelists, today Melville

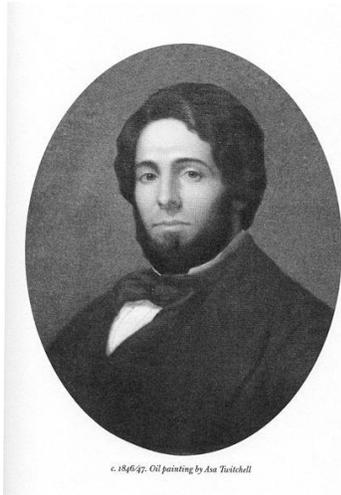


Log for August 1843 Herman Melville’s entrance onboard

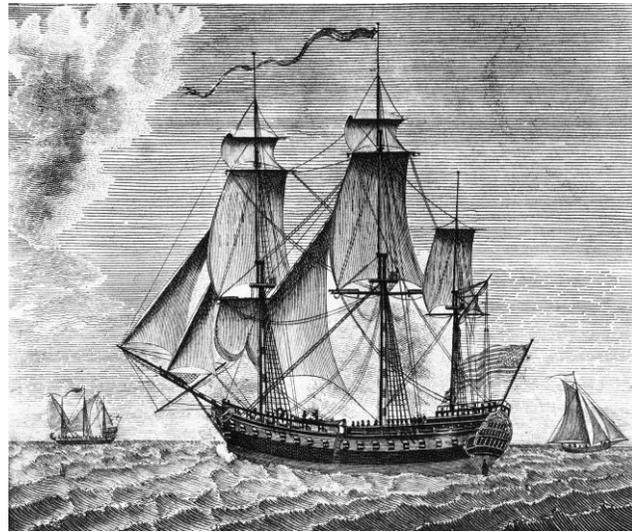
The transcribed log entries cover from when Melville first came aboard the frigate in Oahu, Hawaii until his discharge after arrival in Boston Massachusetts. These selected entries record the names of the ship officer’s, petty officers and seamen while providing fascinating descriptions of daily events both mundane and extraordinary. They are as well our best account of daily duties and responsibilities of ordinary seaman Herman Melville and his fellow sailors.

In his narrative Melville adopts the pen name “White Jacket” and informs readers (chapter 12) he was assigned to the frigates maintop “the loftiest yard of the frigate, the main-royal-yard; that I am now enabled to give such a free, broad, off-hand, birds-eye , and, more than all impartial account of our man-of-war world; withholding nothing; inventing nothing; nor flattering, nor scandalizing any, but meting out to all-commodore and messenger-boy a like - their precise

descriptions and deserts.”² Some modern scholars note Melville may have been stationed on the quarterdeck.³ His exact duty station is sketchy due to lack of documentation for beyond the brief entry at Oahu noting Melville’s enlistment and one final entry in the muster log for his wages, his name makes no further appearance in the ship or muster log.



Herman Melville 1847



Frigate USS *United States* 1842

The ship log entries show the frigate making the return voyage from Hawaii, proceeding first to the Marquesas Islands. From the Marquesas she then visited Valparaiso, Chile; Lima and Callao Peru. Setting a course back in mid-1844, the *United States* arrived at Rio de Janeiro, Brazil for resupply. Departing 24 August for Boston she challenged and won a race with the French sloop *Coquette*. The *United States* arrived in Boston harbor on 2 October. Melville was discharged on 14 October 1844.⁴ The log of the USS *United States* is preserved in the National Archives.⁵ I have transcribed a selection of log entries corresponding to Melville’s, time aboard. For readers interested in comparing these entries to *White Jacket* I have placed the chapter numbers in brackets alongside log entries. All log entries were composed by the officer of the deck (usually a lieutenant) and certified by him at the end of the watch. These often laconic chronicles for the most part verify Melville. While *White Jacket* is fictional; it is one closely based on Melville’s personal experiences and reflections. *White Jacket* however is more than a plain narrative of a cruise in a man of war. In this novel Melville transforms the USS *United States* to the USS *Neversink*, while the ship’s officers, crew and the naval service retain the essential details and chronology of the actual voyage.⁶ The events themselves can be compared to the ship’s ship log.

The log book is our primary source, and official record of the voyage. The ship log consists of chronological entries documenting the daily activities of the vessel and crew.

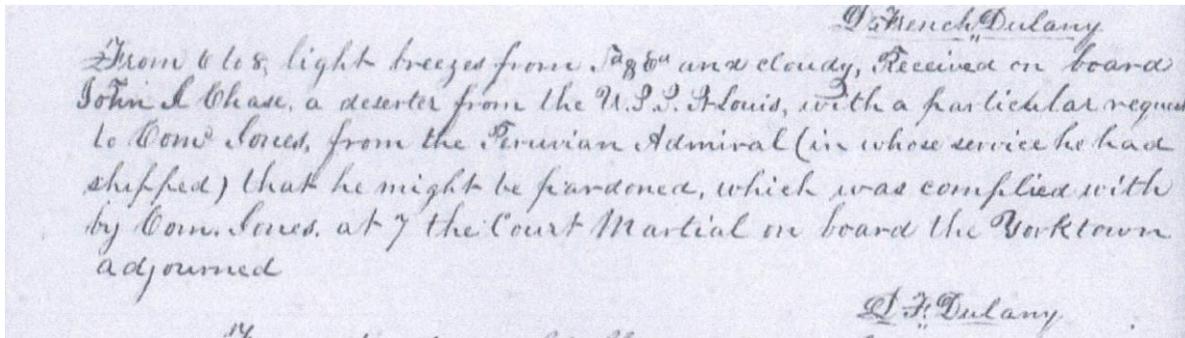
Naval watch officers followed strict regulations and typically recorded, ship course and speed, and local weather such as wind direction, barometric pressure and air temperature. Their log entries also record navigational matters, and personnel changes such as the entry or departure of officers and crew and anything else thought noteworthy.⁷ Watch officers were required to pay careful concern to the expenditure of provisions and to measure and record what provisions the frigate received and used each day. Water was essential to the sailor's diet and typically obtained aboard by shore parties in large casks, ferried back to the ship, and taken aboard. Water was also collected from rain water. In an age before refrigeration beef, pork and other perishables were preserved with salt. Salted meat "salt junk" was a staple of the mariner's diet, it was stored in barrels, and often had to last for months spent out of sight of land. This heavily salted diet made adequate water essential.⁸ Each crew member was allocated about a gallon of water per day.⁹ Until 1862 United States naval vessels were allowed by law whiskey or rum to provide their crews with a twice daily "grog ration."¹⁰ This ration totaled about one fourth of a pint per man per day. For Christmas day and other holidays the ration was doubled. The log (chapter 14) carefully records the supply of whiskey considered essential to crew morale, a false rumor of any grog shortage Melville writes "dreadfully alarmed the tars."

The ship surgeon daily registered the number of crew member's gone on "sick report;" they averaged 15 men per day. Melville reports that although he was never officially on the sick list, when he "felt in need of a little medicine but [would on occasion] call upon the hospital steward who would mix him a potion in a tin cup..." He relates to his surprise the young apothecary charged nothing for it. In "The Hospital in a Man of War" (chapter 77) Melville contrasts merchant vessels with the naval service and finds ill naval seamen treated favorably. "The privilege of going off duty and lying by when you are sick is one of the few points in which a man-of-war is far better for the sailor than a merchantman."

Melville paid close attention to the ship officers and frequently contrasts what he perceived as the best and the worst characteristics of naval leadership. Captain James Armstrong (chapter 5) is sketched as "Captain Claret" a heavy drinker and "Lt. Selvagee" (chapter 8.) possibly Lieutenant. Alexander Murray described as foppish and ineffectual officer.¹¹ In contrast "Mad Jack" Lt. Lantham B. Avery is depicted by Melville as the ideal deck officer in a time of danger. When the frigate gets into trouble going around Cape Horn it is Mad Jack who boldly countermand's the captain's orders and saves the ship.¹² Melville relates (chapter 27). "In time of peril, like the needle to the loadstone, obedience, irrespective of rank, generally flies to him who is best fitted to command." Melville recorded one other telling detail about his hero, "alas he had one fateful failing. Mad Jack drinks..." Melville adds "Though in fine weather he has sometimes betrayed into a glass too many but like a good sailor "at Cape Horn even Mad Jack takes the Temperance Pledge outright till that perilous promontory should be far astern." The ship log for 15 August and 6 September 1842 confirm Lt. Avery was in fact court marshaled and reprimanded for leaving the deck while he was drunk.¹³

Among the enlisted crew is Melville's hero Jack Chase captain of the maintop, in reality Englishman John J. Chase age 53 (chapter 4) who had fought at the Battle of Navarino and

deserted the USS *St. Louis* to fight for Peruvian independence.¹⁴ The ship log confirms Melville (chapter 5) in that Chase returned to the frigate *United States* on 29 May 1842 and was pardoned at the request of the Peruvian ambassador for his services to the government of Peru.¹⁵ For Melville Chase was the most memorable man on the frigate, he was educated, manly and a friend. He was also something of a misfit for like most sailors; Chase drank and wandered the world as he willed. Melville wrote “No man ever had a better heart or bolder.”¹⁶ He would dedicate his late (1888) masterpiece, the novella *Billy Budd* “to Jack Chase Englishman/ wherever that great heart may now be/ here on earth or harbored in Paradise/Captain of the Maintop in the year 1843 in the frigate U.S. United States.”

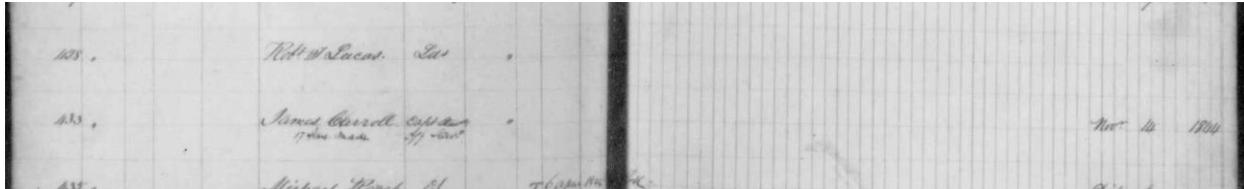


Detail from the ship log entry for 29 May 1842 confirming Melville’s account of John “Jack” Chase.

Among the officers Melville came to admire was Edward Fitzgerald, the ship purser. Melville perceived in the older purser an essential decency and stoic acceptance of life that he greatly esteemed.¹⁷ In summing up his character, Melville writes (chapter 48) that he, “never coming into disciplinary contact with the seamen, and being withal a jovial and apparently good-hearted gentleman--was something of a favorite with many of the crew.” As a purser Fitzgerald was able to accumulate wealth and afford homes in both Georgetown D.C. and Norfolk Virginia. Like many naval officers Fitzgerald was a slaveholder. In October 1841 with the written consent of the Secretary of the Navy, he entered his “servant” (slave) Robert Lucas as a landsman (in reality his personal steward) on board the frigate *United States* and collected Lucas nine dollar per month wages.¹⁸ In the novel Lucas becomes “Guinea” the body servant whose situation Melville who elsewhere railed against shipboard tyranny toward fellow seaman resented Guinea as the only person aboard except the hospital steward and the invalids exempt from being present at muster for punishment. Melville went on to compare Lucas/Guinea the bondsmen’s situation with the wage slave. He wrote with some bitterness that Lucas/Guinea “in India rubber manacles enjoyed the liberties of the world” while the crew were under strict discipline were compelled to watch punishment.¹⁹ In *White Jacket* Melville’s empathy for the downtrodden common white sailor is never extended to the enslaved Lucas/Guinea. Melville’s thinking on slavery and race though gradually evolved. In 1855 he published *Benito Cereno* his superb novella about the revolt on a Spanish slavery ship and later during the Civil War he slowly came to support abolitionism.²⁰

At the end of the frigate’s voyage (chapter 90) he writes “Upon our arrival home, his [Fitzgerald] treatment of Guinea under the circumstances peculiarly calculated to stir up the resentment of a slave-owner still more augmented my estimation of the Purser’s good heart.” Here Melville is alluding to Lucas’s dramatic escape and subsequent trial. In October 1844 the long standing

practice of enrolling an enslaved man into naval service made Lucas a celebrity. While the *United States* anchored in Boston, Robert Lucas made a bid for freedom and with help of two white shipmates. At the trial Fitzgerald claimed Lucas as his slave. His counsel contented Lucas was brought to Boston “without the consent of his master, and therefore he might carry him back to Virginia.” Judge Lemuel Shaw Melville’s future father-in-law though disagreed and granted Lucas a writ of habeas corpus, and his freedom.²¹ This important case *Commonwealth vs. Edward Fitzgerald re Robert Lucas* became a precedent in the naval service, effectively barring enslaved individuals as seamen.²²



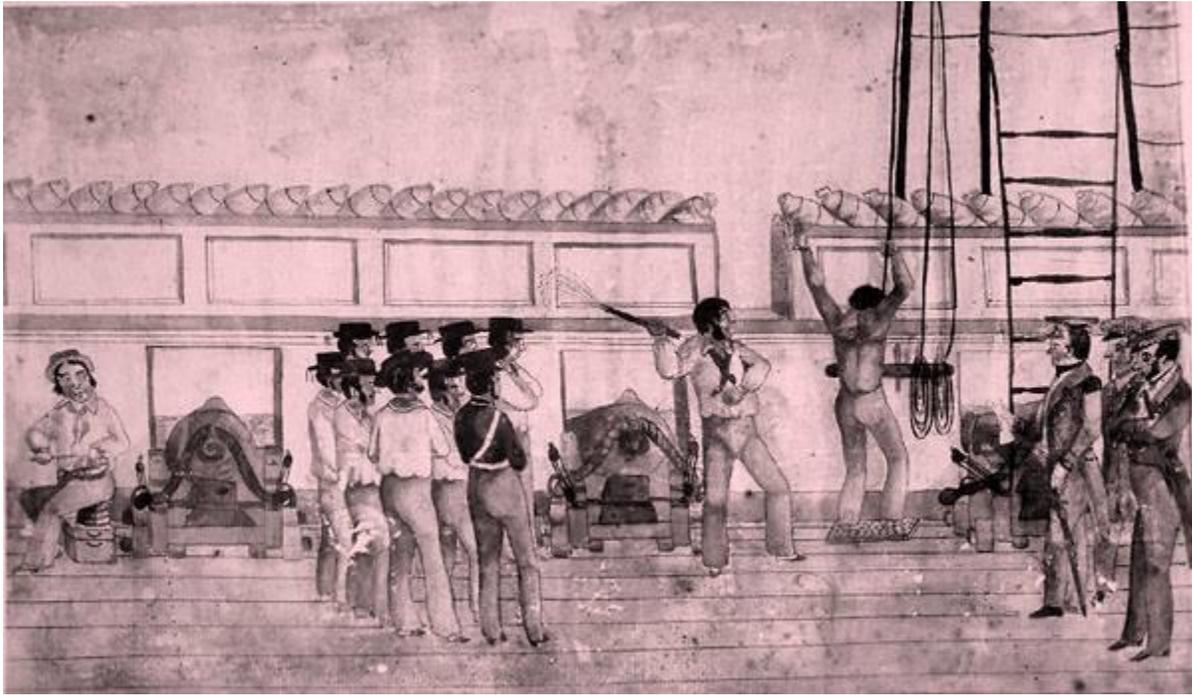
The USS *United States*, 1844 muster roll entry Robert J. Lucas Landsmen no, 433.

In a “Man of War Library” (chapter 41) Melville reveals his delight that sailors were avid readers and marvels at the overall quality of ship’s library. The library was paid for by the government and the books for loan to seaman and officers. There sailors were able to read not just nautical works but histories by George Bancroft, and William Prescott, the philosophical work of John Locke, the plays of Christopher Marlow, William Shakespeare, Ben Jonson and even Charles Darwin’s *Voyage of the Beagle*. Melville reports these volumes were stored in a barrel where a marine corporal served as ship librarian.²³ In *White Jacket* (chapter 41), Melville writes “Though public libraries have an imposing air, and doubtless contain invaluable volumes, yet, somehow, the books that prove most agreeable, grateful, and companionable, is those we pick up by chance here and there; those which seem put into our hands by Providence; those which pretend to little, but abound in much.” In addition to the library Melville formed friendships with likeminded sailors with a literary or poetic inclination. In chapter 11 titled “Poetry under Difficulties” he recalled the conversations they shared in many a quite watch.

My noble captain, Jack Chase, rather patronized Lemsford, and he would stoutly take his part against scores of adversaries. Frequently, inviting him up aloft into his top, he would beg him to recite some of his verses; to which he would pay the most heedful attention, like Maecenas listening to Virgil, with a book of Aeneid in his hand. Taking the liberty of a well-wisher, he would sometimes gently criticize the piece, suggesting a few immaterial alterations. And upon my word, noble Jack, with his native born good sense, taste, and humanity, was not ill qualified to play the true part of a *Quarterly Review*; which is, to give quarter at last, however severe the critique

Besides Jack Chase others identified as members of this enlisted literary symposium (chapter 13) were Edward Norton “Nord” and “Williams” actually Griffin Williams ordinary seaman, a native of Maine who enlisted 18 August 1843, the same day as Melville. Some scholars believe the comic poet “Lemsford” was ordinary seaman E. Curtis Hines. These were the men whose companionship and opinions he came to value and admire. He later wrote “a whale –ship was my Yale College and my Harvard’ and his time aboard the frigate *United States* his post-graduate education.²⁴

Herman Melville grew up in a wealthy family and enjoyed a privileged life. Prior to naval service his time at sea was confined to merchant and whaling vessels where discipline was often lax and corporal punishment rare. Melville quickly found he “could not have chosen a more rigidly hierarchical, oppressive and undemocratic world” than a naval frigate.²⁵ Like many new recruits he was shocked to learn obedience to orders was a requisite of naval life enforced by often brutal punishment.



“Punishment” 1843, watercolor by William H. Meyers from *Journal of a Cruise on the U.S.S. Cyane* Naval Historical Center

In the U.S. Navy corporal punishment was typically awarded for being absent without leave, drunkenness, and disobedience. Such punishment could also be awarded for sleeping on watch, theft, smuggling and fighting. In the 1840’s flogging was a common punishment in almost all American men-of-war.²⁶ Flogging was carried out by the cat-of-nine-tail made from a thick rope as a handle and nine pieces of light line, knotted in places. Melville relates (chapter 33) how the frigate crew was assembled with the Boatswain shouting “All hands to witness punishment, ahoy!” Next the marines and boatswain mates led out the malefactor. The spectacle of flogging was meant to inspire fear in the ship crew thereby deterring misconduct and ensuring obedience to naval law.²⁷ The seaman being punished was tied to a grating taken from one of the hatches. His wrists and ankles were tied to the grate and his back stripped. The boatswain was then ordered to cut him with the cat. The ship log reflects a typical punishment award by Commodore Thomas ap Catesby Jones was 12 lashes. Only a general court martial had the authority to award a more severe punishment, as it did in the case of Beverley C. Furness on 3 June 1842 when the court sentenced the seaman to 50 lashes. Commodore Jones subsequently reduced Furness’s penalty to 39 lashes. During Melville’s time aboard the log records one hundred and sixty-three floggings, (chapters 33, 34 and 35) including some on his first morning aboard.²⁸ Some seaman were repeat offenders such as Lloyd Hopkins, Goodwin Hynerman, Asbury Mitchell, James Wilson and Alex Windsor see endnotes 56, 57, 61, 67 and 68. On his second day of naval

service 19 August 1843 witnessed yet another flogging, this time of three bandsmen George Davis, William Stewart and Antonio Guavella with 12 lashes each for drunkenness and fighting. The official log entry simply states, "Punished Geo Davis, W^m Stewart and Antonio Guavella "Bandsmen" with 12 lashes each for drunkenness." In contrast Melville (chapter 33) vividly describes the same punishment and the crew reactions.

All the officers--midshipmen included--stood together in a group on the starboard side of the main-mast; the First Lieutenant in advance, and the surgeon, whose special duty it is to be present at such times, standing close by his side."

Presently the Captain came forward from his cabin, and stood in the centre of this solemn group, with a small paper in his hand. That paper was the daily report of offences, regularly laid upon his table every morning or evening, like the day's journal placed by a bachelor's napkin at breakfast.

"Master-at-arms, bring up the prisoners," he said. A few moments elapsed, during which the Captain, now clothed in his most dreadful attributes, fixed his eyes severely upon the crew, when suddenly a lane formed through the crowd of seamen, and the prisoners advanced--the master-at-arms, rattan in hand, on one side, and an armed marine on the other--and took up their stations at the mast. "You John, you Peter, you Mark, you Antone," said the Captain, "were yesterday; found fighting on the gun-deck. Have you anything to say?"

To all their supplications the Captain turned a deaf ear. Stating "No matter," said the Captain, "you struck at last, instead of reporting the case to an officer. I allow no man to fight on board here but myself. I do the fighting." "Now, men," he added, "you all admit the charge; you know the penalty. Strip! Quarter-masters, are the gratings rigged?"

Melville continues

At a sign from the Captain, the master-at-arms, stepping up, removed the shirt from the prisoner. At this juncture a wave broke against the ship's side, and clashed the spray over his exposed back. But though the air was piercing cold, and the water drenched him, John stood still, without a shudder. The Captain's finger was now lifted, and the first boatswain's-mate advanced, combing out the nine tails of his *_cat_* with his hand, and then, sweeping them round his neck, brought them with the whole force of his body upon the mark. Again, and again, and again; and at every blow, higher and higher rose the long, purple bars on the prisoner's back. But he only bowed over his head, and stood still. Meantime, some of the crew whispered among themselves in applause of their ship-mate's nerve; but the greater part were breathlessly silent as the keen scourge hissed through the wintry air, and fell with a cutting, wiry sound upon the mark. One dozen lashes being applied, the man was taken down, and went among the crew with a smile, saying, "D----n me! It's nothing when you're used to it! Who wants to fight?"

Drunkenness and smuggling of liquor were a major problem aboard the *United States*. Almost half the corporal punishments recorded in the ship log were connected to these two offenses.²⁹ Melville apparently was an exemplary seaman for he was never punished or flogged. He emphasizes, however he with the rest of the crew was forced to repeatedly witness such scenes. The instrument of punishment the "Cat of Nine Tails" was reserved was for adult sailors and the "Kittens" for ship boys. The Kittens were a lighter model reduced cat, also known as "the boy's cat." The Kittens had only five tails of smooth whip cord. The more deadly cat was especially designed to lacerate the flesh and left both physical and emotional scars.³⁰ Melville's account of these punishments is confirmed in the log entries. Commodore Thomas ap Catesby Jones and Captain James Armstrong were consistently hard on malefactors typically awarding eight or twelve lashes for most offenses.

In *White Jacket*, three chapters (33 -35) are devoted to a description and passionate denunciation of flogging and its evil effects. The United States Congress in response to critics such as Richard

Henry Dana and Melville finally outlawed flogging on 28 September 1850, the same year *White Jacket* was published.³¹ Dana would later commend Melville for bringing flogging to public notice.³²

Besides the formal administration of discipline, Melville informed readers (chapter 34) the boatswain's mates were empowered for "petty offenses", to strike any seaman with a colt or rope's end, a bit ratline-stuff indiscriminately applied - without stripping the victim at any time." He goes on to write, "Most boatswain's mates carry the colt coiled in their hats in readiness to be administered at minutes warning." The ship log remains silent regarding "the colt" as such actions constituted unofficial discipline and no reference to this most common shipboard occurrence. Charles Erskine a young sixteen year old sailor remembered how (in 1838) he was introduced to "the gunner's daughter" and the colt. Erskine continued "I was seized [by the boatswain mate] and placed over the breech of sixty-two pound Paxon gun and whipped with colt so severely that I could not sit down with an comfort for several days... when I went below and took off my clothes, I found that my trousers had been cut through and the threads were sticking to my bruised flesh."³³ The boatswain's role as the agent of official and unofficial punishment with no appeal, generally made him loathed and feared.

Later (chapter 70) Melville offers his readers an all-encompassing and harsh critique of naval service as he reflects on discipline and the Articles of War which he first heard read aloud on 26 August 1843.

Does not everything around you din the fact in your ears? Twice every day do you not Jump to your quarters at the sound of a drum? Every morning, in port, are not you nor roused from your hammock by the reveille, and sent to it again at nightfall by the tattoo? Every Sunday are you not commanded in the mere matter of the very dress you shall wear through that blessed day? Can your shipmates so much as drink their "tot of grog?" nay; can they even drink but a cup of water at the scuttle-butt, without an armed sentry standing over them? Does not every officer wear a sword instead of a cane? You live and move among twenty-four-pounders, White-Jacket; the very cannon-balls are deemed an ornament around you, serving to embellish the hatchways; and should you come to die at sea, White-Jacket, still two cannon-balls would bear you company when you would be committed to the deep. Yea, by all methods, and devices, and inventions, you are momentarily admonished of the fact that you live under the Articles of War. And by virtue of them it is, White-Jacket, that, without a hearing and without a trial, you may, at a wink from the Captain, be condemned to the scourge.³⁴

When Melville first stepped aboard the frigate which was to be his world for the next year the USS *United States*, the "Old Wagon" to her crew, was nearly fifty years old having been built in 1797. Although old she was known as "the fastest sailor" in the American Navy, and was only 178 feet in length and 45 feet at the beam. In this small world she was home for Melville and her crew of 480 officers and men.

In both the ship log and *White Jacket* mortality is prominent; with Melville relating and the log confirming the various modes of death. For sailors death and burial at sea or on a foreign shore was a commonplace. The ship log recounts the death of six crew men during Melville's time aboard.³⁵ Melville himself details the death and burial of a number of his shipmates. For example, he narrates (chapter 83) "In our man - of - war world, Life comes in one gangway and Death goes overboard at the other."³⁶ Seamen like the general population suffered from a variety of maladies such tuberculosis and other often fatal disease see 23 September 1843, 27 April

1844, 28 August 1844 and 19 September 1844. One sailor met his end in a more dramatic fashion when he was swept overboard on 4 October 1843 and lost at sea. Melville (chapter 17) relates this incident and the ship log provides the man's name and occupation as David Black, ship cooper. For Melville, David Black becomes "Bungs" a man ironically charged with maintaining the frigate's cork life-buoys; and is said to have exclaimed "I will never go a loft, and don't intend to fall overboard." Melville adds the next day Black fell over the side and after a five hour search the frigate resumed course. Melville claims, *White Jacket* (chapter 92) while setting the maintop gallant sail fell overboard in a similar highly dramatic and probably fictitious account, for there is no record of such an event in the ship log.³⁷

During his fourteen months as a seaman Melville witnessed all of naval life. In doing so he daily absorbed the courage, humor, degradation and endurance of his fellow seaman³⁸ His *White Jacket* is more than a picturesque traveler's account, it is a novel of purpose, a novel derived from harsh experience. The plot is a carefully directed and sustained attack upon naval abuses especially flogging. The ship log in the main corroborates and substantiates his account. Critic Elizabeth Hardwick writes "Going to sea gave Melville his art, but it also set him apart by drastic experience from most of those who surrounded him."³⁹ This hard-won knowledge which set him apart was transformed by the power of Melville's art into a universal story and a moving plea for both humane treatment and reform in the naval service.

No.	ENTRY.		APPEARANCE ON BOARD.	WHERE.	NAMES.	STATIONS.	THIS LAST D. D. RECEIVED AND PAID TO.	WHEN MUSTERED.		REMARKS.
	MO.	YEAR.						DAY.	YEAR.	
	5/27	July 1844		Hawaii	Thomas Duroi	1st. Mate	44			Agreed to Discharge
	5/23	Aug.		"	Mr. Smith, P. Brown	1st. Mate	20			
	5/23	Aug.		"	Geo. Miller	1st. Mate				
	5/27	Aug.		"	Elisha Norman Melville	1st. Mate				

The USS *United States*, 1844 muster roll entry re Herman Melville O.S. no, 572

Nautical Terms and Abbreviations

The following nautical terms and abbreviations found in the ship log and were taken from William Henry Smyth's 1867 *The Sailor's Word-book: An Alphabetical Digest of Nautical Terms including Some More Especially Military and Scientific, but Useful to Seamen; as well as Archaisms of Early Voyagers, etc.*, Christopher McKee, *A Gentlemanly and Honorable Profession the Creation of the United States Naval Officer Corps 1794-1815* U. S. Naval

Institute Press: Annapolis MD 1991 pp.28-33 and . Richard Henry Dana Jr. 's *The Seaman's Friend: Containing a Treatise on Practical Seamanship, with Plates; A Dictionary of Sea Terms; Customs and Usages of the Merchant Service; Laws Relating to the Practical Duties of Master and Mariners*. Thomas Groom: Boston 1851 6th edition

Able Seaman also Able-bodied seaman abbreviated A.B. in naval vessels was typically men considered the best seafarers, with years of experience at sea and considered "well acquainted with his duty". The rating of A.B., is often found on ship's books: these two letters are frequently used as an epithet for the person so rated. He must be equal to all the duties required of a seaman in a ship--not only as regards the saying to "hand, reef, and steer," but also to strop a block, splice, knot, turn in rigging, raise a mouse on the main-stay, and be an example to the ordinary seamen and landsmen. Melville was rated as "ordinary seaman" based on his service in merchant vessels and whalers but lacked the requisite experience aboard a ship of war to rate A.B.

Apprentice "App." In the early navy apprentices were enlisted boys typically between thirteen and eighteen years of age. These young sailors were to be instructed in steering, heaving the lead, knotting and splicing, in rowing, in the use of the palm and needle, etc., that they might become qualified for rating as seamen and petty officers. The naval apprentice system was formalized and established by law in 1837

Articles of War This U S Naval regulation was first approved on 10 April 1806, by the United States Congress. The regulation enacted 101 Articles of War for the Army and the Navy. The Articles of War were not significantly revised until over a century later. The Articles compromise a varied collection of admonishments and rules that deal mainly with misconduct of officers and seaman. The Articles of War were regularly read aloud to the ship crew typically on Sundays prior to Divine Services. In chapter 70 Melville recounts the solemn nature this occasion where the crew were reminded that thirteen of the enumerated articles were capital punishable by death.

Bandsman In 1812 the frigate *United States* acquired an eight-piece band of French-Italian musicians who had enlisted aboard a French ship, but were captured by the Portuguese and taken to Lisbon. Here they signed on the British warship *Macedonian* which was captured by the Americans where the band ended up playing on the decks of the *United States*. Portuguese bandsmen were a common sight on the frigate. The log records the entry on duty of eleven Portuguese on 10 February 1842 "the following musicians shipped ...from shore, viz John Jose, John Verrisime, Francis Barnardo, John Sabino, John Agostino, John de Silva, John Francis Luze, Francis Pedro Camache, Antonio de Gouvea, and Jacinto Valerio."⁴⁰ Navy bandsmen were first recognized officially in 1838, when the pay tables of the *Navy Register* listed the grades of Bandmaster, First and Second Class Musicians. The number of Navy bands fluctuated but gradually increased in succeeding years through the Civil War until the turn of the century, although it appears that no particular method of procurement or training of musicians was practiced. Herman Melville, recounts (chapter 12) during his voyage "The members of the band, some ten or twelve in number who had nothing to do but keep their instruments polished and play a lively air now and then, to sooth the old Commodore's torpid veins, were the most lively set of fellows you ever saw. They were Portuguese, who had been shipped at the Cape De Ver island, on our passage out" See Naval History and Heritage Command

Boatswain “Bos.” A multipurpose petty officer, usually one of the best seaman, whose responsibilities included inspecting the ship sails and rigging each morning, and reporting their state to the officer of the watch. The boatswain was in charge of all deck activities, such as weighing or dropping anchor or handling sails. The boatswain’s role as the agent of official and unofficial punishment (see introduction) with no appeal, generally made him both loathed and feared.

Bow, The bow is forward end of any craft beginning on both sides where the planks arch inward and ending where they close, at the stem or prow.

Brace up to move or turn a sail using braces to bring the yards nearer to the fore and aft by hauling on the lee brace.

Burial at Sea. The naval procedures for burial at sea, the ship has to be stopped, the chaplain or senior naval officer read brief service, the ensign lower to half-mast and the body of the deceased which was sewn in canvas, suitably weighted was committed to the deep. During Melville’s time aboard three sailors were buried at sea and one sailor was buried on Island of San Lorenzo.

Cat of Nine Tails or Cat until 1850 authorized for punishment in the U.S. Navy composed of nine pieces of cord about half yard long affixed in a thick rope handle to use for punishing transgression of the articles of war.

Catted and Fished the Anchor When the anchor crown has been hoisted to the gunwale.

Clew or Clue up or down Clew up to haul the lower corner of a square rigged sail up to the yard by means of clew lines. Clew down to secure a sail in an unfinished position.

Commodore Melville ([Chapter 6) wrote “An American commodore in the early period, like an English commodore or a French chef d’escadre, was an officer (generally, but not exclusively, a captain) assigned temporary command of more than one ship. He continued his permanent or regular rank during the assignment. Once employed as a commodore, however, many jealously held onto the [impressive title after their qualifying assignment ended. The Navy Department tried to discourage such continuing usage because it led to confusion and unnecessary rivalries.”

Furl to rollup

Futtock shrouds. are rope, wire or chain links in the rigging of a traditional square rigged ship. They run from the outer edges of a top downwards and inwards to a point on the mast or lower shrouds, and carry the load of the shrouds that rise from the edge of the top.

Gunwale The upper edge or side of a ship.

Kittens A light version on the cat o’nine tails for use on boys. See endnote no.12.

Landsman abbreviated “**Lds.**” Landsmen was the lowest rank of the United States Navy in the 19th and early 20th centuries; it was given to new recruits, novices with little or no experience at sea. Landsmen performed menial, unskilled work aboard ship. A Landsman who gained three years of experience or re-enlisted could be promoted to Ordinary Seaman. The rank existed from 1838 to 1921.

Larboard “larb.” The term Larboard pertains to the left hand or port side of a ship when looking toward the bow as opposed to the starboard or right side.

Liberty A pass authorizes a sailor to leave the ship and go ashore for a specified period of time. On the USS *United States* the crew received liberty in Callao Peru and Rio de Janeiro.

Lieutenant abbreviated Lt. A lieutenant was the most junior of the naval commissioned officers. Typically a frigate such as the USS *United States* might carry at least four lieutenants. As watch officers they were in charge of navigation, steering and ship handling during each four hour watch. A critical responsibility of the watch officer was to ensure the accuracy of the deck log transcribed below and to certify the log entry at the end of his watch. See chapter 6 for Melville’s description of the ship’s officers.

Master at Arms The master-at-arms rating is not a modern innovation. Naval records show that these "sheriffs of the sea" were charged with keeping the swords, pistols, carbines and muskets in good working order as well as ensuring that the bandoliers were filled with fresh powder before combat. Besides being chiefs of police at sea, they had to be qualified in close order fighting under arms and able to train seamen in hand-to-hand combat. In the days of sail, the master-at-arms was truly "masters at arms. The Master at Arms like the Boatswain feared as they were often involved in disciplining or punishing sailors.

Meridian This term is used in the ship log to denote 12 o'clock or solar noon, when the Sun is at its highest altitude in the sky. The local or clock time of solar noon depends on the longitude and date.

Midshipman or “**Mid.**” Midshipmen in the United States Navy of this era were not commissioned officers but instead considered “prospective” commissioned officers or officer cadets. They were under the controls of a lieutenant. Midshipmen were expected to work on the ship, but were also expected to learn navigation and seamanship. They were expected to have learned already, as able seamen and volunteers, to rig sails, other duties included keeping watch, relaying messages between decks, supervising gun batteries, commanding small boats, and taking command of a sub-division of the ship’s company under the supervision of one of the lieutenants.

Mizzenmast or Mizzen The third mast, or mast aft of the mainmast, on a ship.

Muster: As a verb, to muster is to assemble the entire ship’s company for an inspection, exercise, or other communal activity. Musters were held each Sunday where the crew’s names were called and tallied for pay purposes.

Officer of the Deck In the U.S. Navy the officer of the deck on a ship is the direct representative of the captain, having responsibility for the ship. In the ship log the officer of the deck is usually the lieutenant who signed the log entry.

Ordinary Seaman, “O.S.” and “Sea” Ordinary seaman was the second-lowest rank of the 19th century United States Navy, ranking above landsman and below seaman. Promotion from landsman to ordinary seaman required three years of experience or re-enlistment. An ordinary seaman who gained six years of life at sea and “knew the ropes”, that is, knew the name and use of every line in the ship’s rigging could be promoted to seaman. An ordinary seaman’s duties aboard ship included “handling and splicing lines, and working aloft on the lower mast stages and yards.

Purser A naval purser was an officer who functioned as business agent responsible for the handling of money on board, keeping the ship muster log, paying the officers and men at the end of the cruise, as well as purchasing and accounting for ship’s provisions. The purser was frequently responsible for the administration of cooks and stewards. The purser also ran a ship store where he would stock and sell small items such as toiletries, tobacco sugar, tea and coffee. The purser position was unique since it offered not only salary and commission but a percentage of the profits on all non-governmental items “small stores” sold to the ship company. Because of their fiduciary functions, ship pursers were frequently perceived as dishonest and corrupt by the enlisted crew.

Quarters Quarters aboard a naval vessel is the assembly of the ship crew. On the USS *United States*, Quarters were held periodically for muster, instruction, assignment of tasks or to witness punishment. Typically Quarters were followed by prayers led by the chaplain or a senior naval officer.

Reef or reefing a horizontal portion of a sail that can be rolled or folded up in order to reduce the amount of canvass exposed to the wind.

Rigging The system of masts and lines on ships and other sailing vessel. In large sailing ships, such as the USS *United States* a mast right above the topgallant mast and the sail of such a mast.

Squall A sudden violent gust of wind or a localized storm, especially one bringing rain, snow, or sleet.

Spar A wooden, in later years also iron or steel pole used to support various pieces of rigging and sails.

Spinnaker A large sail flown in front of the vessel while heading downwind.

Starboard “starb.” The term Starboard pertains to the right – hand side of a vessel when facing the bow as opposed to the larboard or port side.

Steward A member of a vessel's crew involved in commissary duties or in personal services to officers and other crew members.

Sounding Measuring the depth of the water. Traditionally sounding is done by swinging the lead, to gauge depth of water when approaching near shore or unknown land.

Watch A watch is a term for a division of the crew, and for the time allotted to each division. The crew on the USS *United States* was divided into larboard and starboard watches. Herman Melville states he was in the starboard watch see *White Jacket* chapter 1. The watches divided their time between them being on or off duty, on deck or below. All the ship crewmen were assigned a muster number for example Herman Melville was number 572 while Robert J. Lucas was number 433. "Liberty" or a pass to go ashore, when granted was often done by watch; for example see 1 January 1844 at Callao Peru where Herman Melville and rest of the starboard watch were granted Liberty. The chaplain, purser, surgeon boatswain, carpenter, gunner, sailmaker and their mates, the first lieutenant, and the captain and first lieutenant of marines were collectively known as "idlers", since they did not stand watches by night. These men because their jobs kept them busy throughout the day were free to sleep through the night except in case of emergency.⁴¹

Whaler or Whaleship a whaler or whaling ship is a specialized ship, designed for whaling, and the catching and/or processing of whales. Melville served on the whaler *Acushnet*. From 1841 - 1842⁴²

Whaleboat or **whale** is a type of open boat that is relatively narrow and pointed at both ends, enabling it to move either forwards or backwards equally well. It was originally developed for whaling, and later became popular for work along beaches, since it does not need to be turned around for beaching or refloating.

Transcription

This transcription of was made from National Archives and Records Administration microfilm roll T-829, roll 446; "Logs of *USS UNITED STATES*, Aug. 1843 – Oct 1844." Captain James Armstrong the Commanding Officer of the USS *United States* was a strict taskmaster and required all his midshipmen to keep a journal. Additional entries from two such journals are included for comparison with the official log. They are the journals of Midshipman William Sharp Jr., and the anonymous *Abstract of a Cruise in the United States Frigate United States, under the Command of Captain James Armstrong Esquire, Bearing the Broad Pendant of Commodore Thomas ap Catesby Jones, in the Pacific Ocean, in the Years 1842 -1844.*⁴³

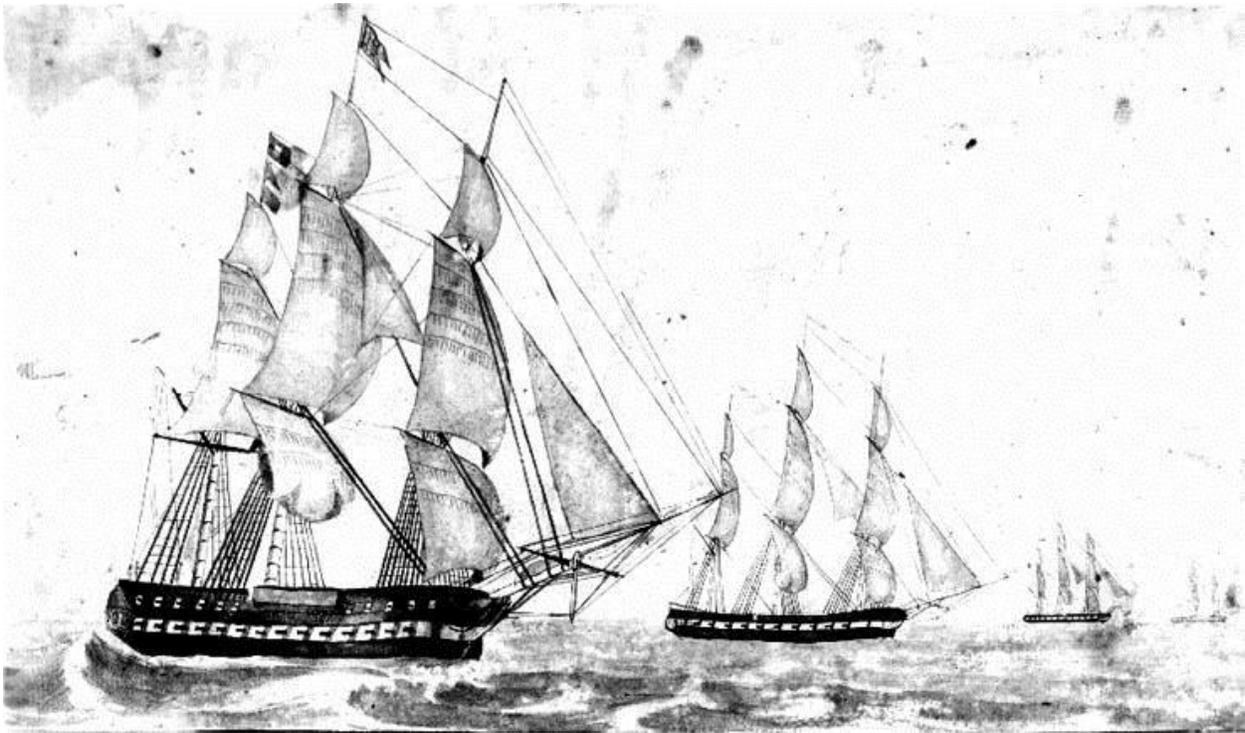
I have striven to adhere as close as possible to the original in spelling, capitalization, punctuation and abbreviation (e.g. "Do" or "do" for ditto or same as above) including the retention of dashes, ampersands, and overstrikes. The spelling, capitalization and punctuation of the period are retained throughout. In a few cases where the early nineteenth century spelling differs from modern usage I have so noted the modern in brackets. In the log shortened versions of words were indicated by beginning the word in regular-sized letters and ending with superscript for example employ^d for employed. In the log, given names are often abbreviated for example Jno for John, Jas for James and Michl for Michael. In some cases given and sur names were

abbreviated typically with the last letter in superscript for example Cha^s for Charles and Ja^s equals James.

For clarity sake this transcript excludes the numerous recorded course changes as they would simply overwhelm and confuse readers. Where I was unable to print a clear image or where it was not possible to determine what was written, I have so noted in brackets. Where possible, I have arranged the material in a similar manner to that found in log.

For Tom Randall and Vincent Vaccaro *sine amicitia vitam esse nullam*.

John G.M. Sharp
Concord California



“Pacific Squadron: United States, Cyane, St. Louis, Yorktown and Shark” watercolor William H. Meyers 1843 Naval Historical Center”

*Log Book of the U.S. Frigate United States bearing the broad Pendant of Commodore Thomas ap Catesby Jones, James Armstrong Esq. Captain*⁴⁴

Honolulu Island of Oahu
Friday August 18th 1843

Commenced with moderate breezes from the N^d & E^d. and clear. Shipped Herman Melville. "O.S." and Griffith Williams "O.S."

*W.Gwathmey*⁴⁵

From 4 to 8, moderate breezes from the N^d & E^d and clear at sunset and inspected crew at

W.Gwathmey

From midnight to 4, light airs from the land and clear.

*L.B. Avery*⁴⁶

From 4 to light, airs from N^d & E^d and clear. Rec^d fresh provisions for crew.

W.Gwathmey

From 8 to meridian, light breezes from the N^d & E^d, and cloudy. at 9 a m . mustered the crew at Quarters, Punished Jno Hall, "O.S" with 12 lashes with cats for striking sentry on Post. Geo Clark "OS" with 12 of cats for smuggling liquor, Bo^s. C. B. Stanly "App" with 12 lashes with Kittens for fighting and W^m B Ewing "App" with 6. for using provoking language.⁴⁷ Suspended the Boatswain from duty for disrespectful - conduct to the Officer of the Deck,- by replying when ordered by same through – Midⁿ [Midshipman] Key, to call all hands stand by their washed clothes " that he would 'receive no more orders in this Ship", or words to that effect. ⁴⁸

*F. Winslow*⁴⁹

Sick Report 20.

Water on Hand	47.000 galls
" Extended	500 "
" Remaining	46.500 "

**Honolulu Island of Oahu
Saturday August 19th, 1843**

Commenced with moderate breezes from the N^d & E^d, and clear. Rec^d on board a quantity of Stores in Hospital Dept. sent on shore 4 empty Bread Puncheons.

F. Winslow

From 4 to 8, moderate breezes from the N^d & E^d and clear, at sunset mustered the crew at quarters and read prayers.

F. Winslow

From 8 to midnight, light breezes from the N^d & E^d and pleasant.

L B Avery

From midnight to 4, moderate breezes from the N^d & E^d and pleasant

W.Gwathmey

From 4 to 8, light airs from the N^d & E^d and clear, Rec on board fresh Beef and vegetables for the crew. at 8 crossed Royal Yards.

F. Winslow

From 8 to meridian, moderate breezes from the N^d & E^d and clear, at 9. hoisted in the 3^d Cutter, and got the lower booms alongside. Punished Geo Davis, W^m Stewart and Antonio Guavella “Bandsmen” with 12 lashes each for drunkenness.⁵⁰

L B Avery

Sick Report 18

Wood Sticks 10,000	Water 46,500 galls	Bread 42,000 lbs.	Whiskey 4,850 galls	Beef 149 Bshs	Pork 179 Bshs
Ex 500	Ex 500	Exp 2000	Exp 50	Rem 9,500	Rem
46,000 Rem 40,000	Rem 4,800				

Friday September 1st 1843 At Sea

Remarks, Commenced with high breezes from the SW , clewed down Mizzen Royal and topgallant sail.

W.Gwathmey

From 4 to 6 light airs and cloudy.

W.G Watkins

From 6 to 8 first part light airs and clear latter part calm. Mustered the crew at Quarters and read prayers.

L B Avery

From 8 to midnight, light variable airs and cloudy at 10:30 took in both lower starb foretopmast and topgallant studding sails. Furled Mizzen Royal and topgallant sail latter part light rain.

W.Gwathmey

From midnight to 4 light variable airs and cloudy with rain at intervals, at 2.30 set the Jib sails and staysails at 1 hauled down studding sails , and up foresail, at 3 hauled down Jib and Staysails.

F Winslow

West From 4 to 8 light variable airs and calm cloudy first part light rain, at 7 a light breezes sprinting up from the starboard Fore& Main tacks hoisted Jib flying jib and Staysails set the mizzen topgallant sail and Royal and starb Fore & Topgallant steering sails.

L B Avery

From 8 to meridian, light variable airs and cloudy braced in and set starb Foretopmast and lower steering sail, hauled down all Fore and aft sails at 11.30 hoisted them again.

W.Gwathmey

Distance Run this day 45.
Previously Run 45.480 +4
Whole Distance Run 4525+4
Sick Report 20.

Water on Hand 40,000 galls Beef on Hand 134 lbs.
Extended 500 Extended 2
Remaining 39.500 Remaining 132

Sunday September 3rd 1843
At Sea

Commenced with moderate breezes and cloudy weather
L B Avery

From 4 to 6 moderate breezes at 6 made a strange sail $\frac{1}{2}$ Points on the lee bow.⁵¹
W.Gwathmey

From 6 to 8 moderate breezes and cloudy, furl'd Royals and sent down Royal Yard mustered the crew at Quarters and read prayers at 7.30 a strange sail on the weather Quarter at 8 not visible
W.G Watkins

From 8 to midnight variable breezes and cloudy with passing showers of rain hauled down the flying jib.
L B Avery

From midnight to 4 light breezes and cloudy weather
W.Gwathmey

From 4 to 8 moderate breezes and cloudy at 4.30 hoisted Topgallant stay sail and flying jib and at 8 hauled them down
F. Winslow

From 8 to midnight, fresh breezes and clear at 10: 30. Read Articles of War at 11 performed Divine Service furl'd Mizentopgallant sail.⁵²
L B Avery

Distance Run this day 156
Previously Run 45.676
Whole Distance Run 45.832

Water on Hand 39.000 galls

Beef on Hand 132 lbs.

Extended 500
Remaining 38.500

Extended 2
Remaining 130

Tuesday September 12th 1843
At Sea

Commence with moderate breeze and cloudy at 12: 30 set larb topgallant steering sails.

L B Avery

From 4 to 6 moderate breezes and clear at sunset mustered the crew at Quarters and read prayers.

W.Gwathmey

From 8 to midnight moderate breezes and passing clouds.

L B Avery

From midnight to 4 moderate breezes and cloudy at 12: 30 hauled down the Topgallant steering sails.

W.Gwathmey

From 4 to 8, moderate breezes and cloudy at 7 set the Topgallant staysail and maint of gallant steering sails at 8:50 set the Spanker.

F. Winslow

From 8 to meridian moderate breezes and cloudy at 9 mustered the crew at Quarters and read prayers. Exercised the 1st Division at Quarters. Punished Alex Jones with 9 lashes with the cats for Skulking.⁵³

L B Avery

Distance Run this day 200 + 4
Previously Run 46.987 +
Whole Distance Run 47.187 + 4
Sick Report 22

Water on Hand 34.850 galls
Extended 450
Remaining 34.400

Beef on Hand 121 lbs.
Extended 2
Remaining 119

=====

Friday September 15th 1843
At Sea

Commenced with moderate breeze and cloudy at 12.30 bore up 3.3^D and set Royals Main Topgallant and Fore sails at 4 set the lower steering sail and hauled down the Foreforemast staysail swell from the SW

L B Avery

From 4 to 6 moderate breezes and cloudy at sunset assembled the crew at Quarters and read prayers.

W. Gwathmey

From 6 to 8 moderate breezes and cloudy with light rain at 6.30 took in lower and Topgallant steering sails. At 7.15 furled Royals and sent down the Yards hauled down flying jib. Hoisted Foretopmast staysail and hauled up the Spanker.

F. Winslow

From midnight moderate breezes and cloudy swell from the S

L B Avery

From midnight to 4 moderate breezes and cloudy

W. Gwathmey

From 4 to 8 moderate breezes and cloudy with passing showers of rain at 4.30 hauled up weather clue up mainsail and down Fore of Main Topmast stayed sails at 7.30 set the larb lower and Topgallant steering sails.

F. Winslow

From 8 to meridian moderate breezes and cloudy with occasional light rain and a heavy swell from the S at 9 mustered the crew at and read prayers at 11 – kept her SSE squared Yards, hauled up the Mainsail set the starb steering sails hauled up the jib and clewed up the Mizzen topgallant sail. Punished Wm. Colgan “O.S.” and Geo. Carter “O.S.” with 9 lashes each for disobedience of Orders.

L B Avery

Distance Run this day 189.4
Previously Run 47.492 + 4
Whole Distance Run 47.682
Sick Report 20

Water on Hand	33, 700 galls	Beef on Hand	117 lbs.
Expanded	470 “	Expanded	2
Remaining		Remaining	115

=====

Wednesday September 20th 1843
At Sea

Commences with moderate breezes and clear at 12.15 hrs., up the Spinnaker at 2.30 discovered the starb mainsail - back reef to be stranded, furl'd Maintopgallant sail clewed down the topsail repaired and 3.15 set it again with the topgallant sail.

F. Winslow

From 4 to 6 moderate breezes and pleasant, a heavy head sea at 6 mustered the crew at Quarters and read prayers.

L B Avery

From 6 to 8 moderate breezes and passing cloud.

W. Gwathmey

From 8 to midnight, moderate breezes and clear.

F. Winslow

From midnight to 4 first part moderate and latter part fresh breezes and pleasant with passing clouds a heavy head sea.

L B Avery

From 4 to 8 moderate breezes and passing clouds with a head sea.

W. Gwathmey

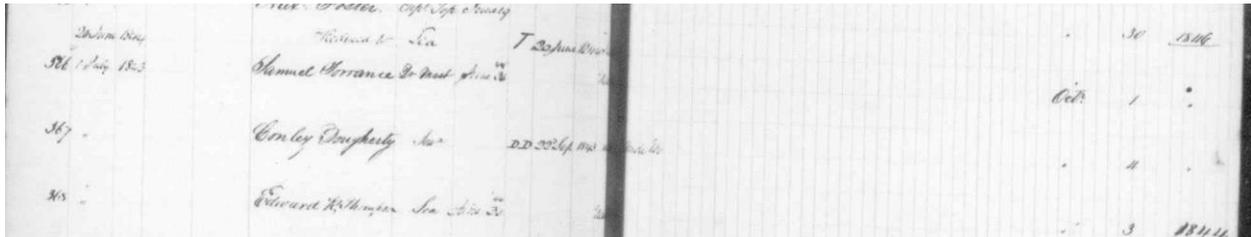
From 8 to meridian moderate breezes first part clear, latter part cloudy with a light shower of rain, at 9 A.m. mustered the crew at Quarters and read prayers. Punished Edw. Doughty "O.S."

& Thos. Davis "O.S." with 10 lashes of the cats each for fighting. Employ^d moving new Maintopsails braces.

F. Winslow

Distance Run this day 157 + 4
Previously Run 48. 264 +4
Whole Distance 48. 422
Sick Report 22

=====
Saturday September 23rd 1843
At Sea



Commences with moderate breezes and clear

F. Winslow

From 24 to 6 moderate breezes and cloudy furl'd Mizzen Topgallant sail stowed flying jib at sunset reefed topsails, mustered the crew at Quarters and read prayers.

L B Avery

From 6 to 8 moderate breezes and cloudy with a swell from the SW at 9 furl'd topgallant sails and furl'd up the Spanker, at 10: 45 Conly Dougherty "Sea" departed this life.⁵⁴

F. Winslow

From midnight to 4 fresh breezes and cloudy a heavy head sea.

W. Gwathmey

From 4 to 5, fresh breezes and clear with a head sea at 7: 30 set Spanker and Maint of gallant sail.

L B Avery

From 8 to meridian moderate breezes passing clouds with a heavy head sea Raised new mizzen of gallant type at 9 inspected the crew at Quarters and read prayers at 10:30 Called all hands "bury the Dead" half masted the Ensign read the burial service and committed to the deep the body of Conley Dougherty "Sea' [Seaman]

F. Winslow

Distance Run this day 150 + 4
Previously Run 48. 709 +
Whole Distance Run 48. 860
Sick Report 18

Water on Hand 29. 600 galls Whiskey 46.000 galls Bread 32.000 lbs. Wood 7.500 stick
Pork 151lbs Beef 106 lbs.

=====

Monday September 25th 1843
At Sea

Commences with moderate breezes and cloudy weather

W. Gwathmey

From 6 to 8 moderate breezes and cloudy

L B Avery

From 8 to midnight moderate breezes and passing clouds

W. Gwathmey

From midnight to 4, fresh breezes and passing clouds at 1 furl'd Fore & Main Topgallant sails, and at 2.00 set them again.

F. Winslow

From 4 to 8 fresh breezes and cloudy.

L B Avery

From 8 to meridian fresh breezes and clear at 9 – mustered the crew and read prayers. Sent down the mizzen gallant Yard and unbend the sail Punished Nicholas O’ Donnel with 9 lashes with the kittens for neglect of duty and disobedience of orders.

W. Gwathmey

Distance Run this day 208
Previously Run 49.025
Whole Distance Run 49.228
Sick Report 13

Water on Hand	28, 500 galls	Pork on Hand	149 lbs.
Expanded	500 “	Expanded	2
Remaining	28, 000	Remaining	147

=====
Wednesday October 4th 1843
At Sea

Commences with moderate breezes and clear.

L B Avery

From 4 to 6 moderate breezes and clear weather

W. Gwathmey

From 6 to 8 moderate breezes and clear at sundown – mustered the crew at Quarters and read prayers.

F. Winslow

From 8 to midnight , moderate breezes and clear.

Daniel F. Dulany

From midnight to 4. Moderate breezes and clear, set starb. Main gallant steering sail

L B Avery

From 4 to 8 moderate breezes and clear weather at 5.22 David Black (Cooper) fell overboard, hove to with maintop sail to the mast and sent the Barge & 2nd Cutter in search of him, hauled down all steering sails, at 5.50 filled away and braced down all steering sails, tacked ship as

occasion required to preserve our position with the boats, at 7.50 hauled up the course, laid the maintop sail to the mast and hoisted the cornet.

W. Gwathmey

From 8 to meridian moderate breezes and clear, at 9 wore ship to N^d & E^d mustered the crew at Quarters read prayers, boats employ^d with fresh search crews searching for the Man overboard, at 9 .30 filled away and set course at 10 tacked to the S^d hove to and hoisted up the Barge, at 10.15 wore to the N hove to and hoisted up the 2nd Cutter, all search proving ineffectual at 10.45 filled away out course set Foresail, lee clear of Mainsail topgallant sails Royals and starb steering sails

F. Winslow

Distance Run this day 164
Previously Run 50.734.4
Whole Distance Run 50.899.4
Sick Report 11

Water on Hand 28, 500 galls Pork on Hand 149 lbs.
Expanded 500 “ Expanded 2
Remaining 28, 000 Remaining 147

=====

Friday October 6th 1843
Anna Maria Bay, Nukahiva
[Marquesas Islands]

Commences with moderate breezes from the S^d and pleasant weather, standing in for the anchorage. At 2.30 released sail to topsails & topgallant sails and hove to with Maintopsail to the mast. Off the entrance of the Harbor fired a gun and hoisted the Jack at the Fore, for a Pilot. At 3 Rec the Pilot aboard and filled away and set course standing in, at 3.30 shortened sail & came to with larb anchor in 14 fathoms of water, veered 50 fathoms and furled sails. Eastern Sentinel bearing per compass S.S.E. Western Sentinel S. by W. and flag staff on the Fort N. E.

F. Winslow

From 4 to 6 light airs from the E^d. and clear, saluted the French Fort with 21 Guns which was returned with an Equal numbers. The French Admiral visited the Ship and was saluted with 13 Guns which was returned by his Ship with an equal number. The French Admiral saluted Admiral Jones, with 13 Guns, which was returned with an equal number send down Royal Yard & mustered at Quarters.

Daniel F. Dulany

From 6 to 8 light breezes and clear.

L.B.Avery

From 8 to midnight, light breezes and passing clouds.

W. Gwathney

From midnight to 4. Moderate breezes and clear, set starb. Main gallant steering sail

L B Avery

From 4 to 8 light airs from the N and pleasant

F. Winslow

From 8 to meridian light airs from the S^d.E^d. and clear. Set up Mizzen and Foretopmast rigging and backstays, bend another jib loosed Mainsail to repair it. Painters outside blacking the bends, Gunners crew blacking the Battery. Sailmakers repairing the Mainsail.

L.B.Avery

Sick Report 11

Water on Hand 23 000 galls Pork on Hand 91 lbs.

Expanded 500 “ Expanded 2

Remaining 22, 500 Remaining 89

=====

Wednesday October 28th 1843
At Sea

Commences with moderate breezes and cloudy, later fresh breezes & squally with rain. At 12.18 double reefed the Mizzen topsail. At 12.30 hauled down the Foretopmast steering sail, stowed flying jib & staysails, hauled up the mainmast, double reefed the Foretopmast & furled the Mizzenmast, passed the jib stay in the eye. Employ^d fitting it afresh in furling the Mizzenmast, Ja^s Craddock “Sea”, fell from the yard on to the Quarter deck fracturing an arm and a leg. ⁵⁵

F. Winslow

From 4 to 6 fresh breezes and cloudy with rain, at 5.30 called all hand sent down the Fore & Mizzen topgallant yard & furled the Mainsail

Daniel F. Dulany

From 6 to 8 strong breezes and clear at sundown At 7 wind hauling forward squared yards bend gear & set the Maintopgallant sail crossed the Fore & mizzen yard a swell from the west.

L.B.Avery

From 8 to midnight , fresh breezes and cloudy .

W. Gwathmey

From midnight to 4. Moderate breezes and cloudy

Daniel F. Dulany

From 4 to 8 first part fresh breezes & clear, latter fresh breezes & cloudy with rain at daylight turned the reef out& topsails set the Mizzen & Topsails, Maintopgallant sails and clew of Mainsail. At 6.30 Set steering sail , clewed down mizzen sail yard hauled up clew of Mainsails to a squall Sailmakers repairing the Foretopgallant sail.

F. Winslow

From 8 to meridian strong breezes and clear, at 8.15 set the Fore & Main top gallant sails At 9 mustered the crew at Quarters and read prayers. Set the starb lower Foretopmast & both topgallant steering sails, hauled down Foretopmast stay sail and loosed light sails to dry, a heavy swell from the W.

L.B. Avery

Distance Run this day 226 .2
Previously Run 53.668
Whole Distance Run 53.291.3
Sick Report 13

Water on Hand	41.000 galls	Whiskey	4,500 galls	Bread	22,000	Pork	124 Bkls	Beef	65 Bks
Expanded	500 "	Expanded	50	Ex	2,000	ex	5	Ex	00
Remaining	40. 500	Remaining	4,450	Rem	20,000	Rem	65	Rem	65

=====

Log Book of the US Frigate United States bearing the broad Pendant of Commodore Thomas Ap Catesby Jones, James Armstrong Esq. Captain

**Valparaiso Chile
Friday November 24th 1843**

Commenced with and until 8PM with moderate breezes from the S and clear. Rec the following articles Viz, 2lbs Blk Silk 1 gross knives, 2 do tape, 2 do cotton, and ½ do Scissors and 50 pieces of Blk Ribbon. Rec a tank load of water, barrel turpentine & 3 planks, fitted new Mainsail, bend sheet cable and unbent larb chain. Carpenters taking the measure of larb Hawse pipe and making mold for new one, at sundown mustered the crew at Quarters.

L.B. Avery

From 8 to Midnight moderate breezes from the S and clear. The English Steamer arrived from Callao.

W. Gwathmey

To 4 light breezes and clear.

F. Winslow

From 4 to light airs from the S. and clear. At 8 hoisted the colors half-mast in Commemoration of the death of the Honorable Mr. Legare Late Secretary of State of the United States

L.B. Avery.

From 8 to meridian, light breezes from the N.W. and pleasant at 9 Quarters and read prayers crew employed painting ship outside. Rec^d in Carpenters Dept. 15 galls turpentine. In Pursers Dept. 18 Blankets, Gunners crew blacking guns. Sailmakers repairing sail. At Meridian fired 17 guns in Commemoration of the Hon. Mr. Legare. ⁵⁶

W. Gwathmey

Sick report 23

Water on Hand 38,003 galls	Extended 533	Remaining 37,500
Whiskey 4165 galls	Extended 45	Remaining 4120
Bread 14,000 Bhls	Extended 2,000	Remaining 12,000
Pork 101 Bhls	Extended 00	Remaining 101
Beef 36 Bhls.	Extended 00	Remaining 36
Wood 6,000 sticks	Extended 1,000	Remaining 5,000

=====

Log Book of the US Frigate United States bearing the broad Pendant of Commodore Thomas Ap Catesby Jones, James Armstrong Esq. Captain

**Valparaiso Chile
Saturday November 25th 1843**

Commenced with moderate breezes from the N.W. and clear. Painting Ship outside.

W. Gwathmey

From 4 to 8 light breezes from the N. and cloudy mustered the crew at Quarters & read prayers.

F. Winslow

From 8 to midnight light variable airs and pleasant.

L.B.Avery

From midnight to 4to 8 light airs. At Sunrise hoisted the colors at half-mast in respect to the memory of the Late Commodore Hull.

W. Gwathmey

From 8 to Meridian, light airs and cloudy, crew employ^d painting masts bow spirit Spar Deck Bulwark, and Main Deck Battery. Sent the Carpenters with 3 of his crew on board the small boat to make a Maintopmast steering sail boom. Rec^d 25 mattresses in Pursers Dept. At Meridian fired 13 guns in memory of the late Commodore Hull.

F. Winslow

Sick Report	22
Water on Hand	37, 500 galls
Expended	500
Remaining	37,000

=====

Log Book of the US Frigate United States bearing the broad Pendant of Commodore Thomas Ap Catesby Jones, James Armstrong Esq. Captain

**Valparaiso Chile
Sunday November 26th 1843**

Commenced with and until 8 P.M. moderate breezes from the S. and cloudy. Finished painting Rec^d in Pursers Dept. 5 Mattresses, the Steamer *Chile* went to sea.

F. Winslow

From 8 to midnight light airs and pleasant. Arrived an English Barque from Sidney and a French Ship from Boguito.

L.B.Avery

From midnight to 4 light breezes and clear .

W. Gwathmey

From 4 to 8 light breezes from the N and clear weather at sunrise hoisted the colors at half-mast as a mark of respect to the memory of the late Commodore Porter. Rec^d fresh provisions for the crew.⁵⁷

F. Winslow

From 8 to Meriden

Sick Report	22
Water on Hand	37,000 galls
Expended	500
Remaining	36,500

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Log Book of the US Frigate United States bearing the broad Pendant of Commodore Thomas Ap Catesby Jones, James Armstrong Esq. Captain

Valparaiso Chile
Monday November 27th 1843

Commences with Moderate breezes from the St.and clear. HBM Sloop of War *Modeste* direct from England came in and anchored. An English Barque went to sea. Her Majesty's Ship *Modeste* saluted the Commodore's Pendant with 13 guns which were returned by this ship with an equal number.

L.B. Avery

From 4 to 8 light breezes and clear. At sunset inspected the crew at Quarters.

L.B. Avery

From 8 to Midnight, light airs and clear.

W. Gwathmey

From Midnight to 4 Calm and pleasant.

F. Winslow

From 4 to 8 light breezes and clear. Rec^d fresh provisions for the crew. Rec^d in Pursers Dept. 6 doz Tin Pots.

L.B. Avery

From 8 to Meridian light breezes and clear. At 9 mustered the crew at Quarters and read prayers. Punished Jeremiah Parsons "O.S" with 12 lashes for drunkenness and W. Gilhard Pursers

Stew[ard], with 12 do for being absent without leave. Rec^d a quantity of Marine Clothing and a Maintopmast steering sail boom sent boom aloft.

W. Gwathmey

Sick Report 20

Water on Hand 36, 500 galls
Expanded 500
Remaining 36, 000

=====
Valparaiso Chile
Thursday November 30th 1843

Commenced with moderate breezes from the St.and clear . Rec^d a tank of water, Rec^d in the Pursers Dept. 20 Boxes of Cheese, 3 Barrels of Molasses, 60 Bsh of Bread. Sent a shore a number of Empty Bread Barrels. An English Barque and Brig and Chilean Brig arrived. Sailmakers repairing sails.

L.B. Avery

From 4 to 8 Moderate breezes and Squally. At 4.20 U.S.S. Constellation arrived and anchored on our larb. Quarter.

L.B. Avery

From 8 to Midnight, Moderate breezes and clear weather .

W. Gwathmey

From Midnight to 4 to 8 light breezes and pleasant.

F. Winslow

From 4 to 8 wind light from the S^dW^d and pleasant. Rec^d fresh provisions & vegetables for the crew. Sent ashore a number of empty Bread Barrels.

L.B. Avery

From 8 to Meridian breezes from the S^dW^d with occasional squalls. At 9 Inspected the crew Quarters and read prayers. Rec^d on board from the U.S. frigate *Constellation* Merritt F. Fullingsby a deserter from U.S. S. *Dale*. At 10.30 the *Constellation* saluted the Chilean Flag with

21 guns, which was returned with equal number by the Fort. Rec^d on board 50 bshls [bushels] of Bread Reduced W^m. Guillard Ship's Stewart to "O. Sea", and rated David Harrison O.S. Ship's Steward in his stead.

W. Gwathmey

Sick Repot 16

Water on Hand 39,500 galls Beef on Hand 136 Bls Pork on Hand 145 Bls.

Extended 500 Rec 15

Remaining 39,000

=====
Valparaiso Chile
Saturday December 2nd 1843

Commenced with fresh breezes from the South and clear . The President of Valparaiso visited the Ship on his leaving at 12.30 saluted him with 15 guns. Rec in Purser Dept. 200 Blue Jackets and 56 Bottles of Mustard, employed filling water from the tank.

F. Winslow

From 4 to 8 moderate breezes from S.W. and clear. Transferred to the U.S. Frigate Constellation the following men viz. Geo Tudor Capt of FC Charles Waench O.S. Samuel Winchester O.S. to return home their time of service being expired. At 5 HBM Corvette *Modeste* got under weigh and stood out of the Harbor. Mustered the crew at Quarters and read prayers.

F. Winslow

From 8 to Midnight Calm and clear

L.B. Avery

From midnight to 4 Clam and clear.

W. Gwathmey

From 4 to 8 calm and clear Rec fresh provision for the crew.

F. Winslow

From 8 to Meridian light breezes from the S.W. and clear. At 9 mustered the crew at Quarters and read prayers. Punished Daniel Lewis Marine with 12 lashes for being drunk on post, Mich^l

Murmim O.S. with 12 lashes for theft. James Bevins O.S. with 12 for drunkenness, Geo Clark O.S. and W^m Allen "Sea" with 12 lashes each for smuggling liquor.

L.B. Avery

W. Gwathmey

From Midnight to 4 to 8 light breezes and pleasant.

F. Winslow

From 4 to 8 wind light from the SW and pleasant. Rec^d fresh provisions & vegetables for the crew. Sent ashore a number of empty Bread Barrels.

L.B. Avery

From 8 to Meridian breezes from the S^d.W^d. with occasional squalls. at 9 Inspected the crew Quarters and read prayers. Rec^d on board from the U.S. frigate *Constellation* Merritt F. Fullingsby a deserter from U.S S. *Dale*. at 10.30 the *Constellation* saluted the Chilean Flag with 21 guns, which was returned with equal number by the Fort. Rec on board 50 bshls of Bread Reduced W. Guillard Ship's Stewart to O.S. and rated David Harrison in his Stead.

W. Gwathmey

Sick Repot 13

Water on Hand	43.500	galls
Extended	500	
Remaining	43,000	

=====

Valparaiso Chile
Sunday December 3rd 1843

Commenced with Moderate breezes from the S. W. and clear. Got on board two rough spars for a new Fore Yard. Rec^d in Carpenters Dept. 15 galls Sperm Oil, 2 grates, 6 Camel Hair Pencils 4lbs Chrome Yellow. Rec^d a Quantity of stores in the Medical Dept. Transferred to the *Constellation* Charles Morton O.S.

L.B.Avery

From 4 to 8 light breezes from N. E. and clear. Arrived the Steamer *Cormorant*, 31 days from Montevideo. At sunset mustered crew at Quarters and read prayers.

L.B.Avery

From 8 to Midnight Calm and clear

W. Gwathmey

From midnight to 4 Calm and hazy.

F. Winslow

From 4 to 8 calm and foggy Rec^d in Pursers Dept. 3 Doz Tin Pots Rec^d fresh provisions for crew. Franklin Poole O.S. Deserter from the market boat while in shore in consequence of Midshipman Leonard Haylie neglecting his duty and leaving the boat of which in charge.

L.B.Avery

From 8 to Meridian calm and clear at 9.30 mustered the crew and read Articles of War. At 11 Performed the Divine Service.

W. Gwathmey

Sick Reput 17

Water on Hand	43,000	galls
Extended	500	
Remaining	42,500	

Valparaiso Chile
Monday December 4th 1843

Commenced with Moderate breezes from the S. W. and clear. The American Ship *Chile* arrived 105 days from Boston, transferred to the U.S. Frigate *Constellation* for the use of her Marine Guard 2 Pairs Woolen Overalls, 3 fatigue overall and 41 fatigue caps.

W. Gwathmey

From 4 to 8 moderate breezes and clear. Arrived the Chilean frigate & Brigantine of War *Anakeo* sailed. Bent topgallant sails and Royals.

W. Gwathmey

From 8 to Midnight light breezes and clear Charles Abbot O.S. left the barge while on shore.

F. Winslow

From midnight to 4 light airs and clear.

L.B.Avery

From 4 to 8 light airs and clear. The English Steam Packet arrived from Talehamma. Rec^d Beef & vegetables for the crew. At 8 crossed topgallant yard. An English Barque standing in weighted the kedje and stowed it in the mizzen chains. Lewis W. Deming "O.S" deserted from the market boat.

W. Gwathmey

From 8 to Meridian light breezes and hazy. At 9.30 inspected the crew at Quarters and read prayers. Punished Abraham Grace "O.S". with 12 lashes with cats for smuggling liquor. Henry Curbeth Capt. B. 12 do, for the same. Jno McChard 12 for insolence to B[oatswains]Mate and Ja^s Smith "O.S." 12 for neglect of duty. Hauled in the air ports unbent sheet cable & paid it below.

F. Winslow

Sick Report 18

Water on Hand 42,500 galls
Extended 500

Remaining 42,000

Callao Peru
Friday December 22nd 1843
[Chapter 1]

Commenced with light and clear. Punished Charles Clifford "Sea" with 12 lashes for fighting & W^m B. Ewing App[entice] with 12 with kittens for using obscene language. Sailmakers employed on Foresail, mechanics on shore, the Fore Yard and painting the hammock cloths.

W. Gwathmey

From 4 to 8 light airs and clear. At sunset the Mechanics returned on board, mustered the crew at Quarters and read prayers.

W. Gwathmey

From 8 to Midnight light breezes and clear.

F. Winslow

From midnight to 4 light breezes and clear.

L.B.Avery

From 4 to 8 light airs and clear. Rec^d on board fresh provisions and vegetables for the crew.

W. Gwathmey

From 8 to Meridian moderate breezes from S. E. Punished Ja^s Hacket & W^m Staunton "Sea" with 12 lashes of the cats each for drunkenness sent 2 officers on shore in pursuit of Nath. Woodward O.S. At 9 inspected the crew at Quarters and read prayers. Sent Carpenter and Armorer on shore to work on Fore Yard & Painters on Hammock Cloths, sent down Main, got up the Fore, Sailmakers employ^d on Foresail.

F. Winslow

Sick Report 10

Water on Hand	35,000 galls
Extended	500
Remaining	34,500

Callao Peru
Tuesday December 26th 1843

Commenced with moderate breezes from the S and cloudy the English Schooner *Goddess* arrived.

J.L. Lardner

From 4 to 8 light southerly breezes and cloudy . At sunset mustered the crew at Quarters and read prayers

J.L. Lardner

From 8 to Midnight wind light from S. W. and cloudy.

L.B. Avery

From midnight to 4 light breezes and clear. Rec^d fresh provisions for crew.

J.L. Lardner

From 4 to 8 light Southerly breezes and cloudy .

J.L. Lardner

From 8 to Meridian airs and cloudy Punished Cha^s Clifford "Sea" [Seaman] with 12 lashes of the Cats for assaulting Capt. of Mid Top and Robert Adams 9 for indolence and Robert Wilson 2nd Mate on liberty. At 9 inspected the crew at Quarters and read prayer, sent Carpenters, armorers and Painters on shore at their jobs. Sailmakers repairing sails,

L.B. Avery

Sick Report 9

Water on Hand	33,000 galls
Extended	500
Remaining	32,500

=====
Callao Peru
Wednesday December 27th^h 1843

Commences with light and pleasant weather. Richard Clifford & Rob^t Wilson Returned from Liberty, Carpenters & Armorers on shore finishing Fore Yard. Painters Painting Hammock cloths Sailmakers a small sail in the Offing.

L.B.Avery

From 4 to 8 moderate breezes and clear sent 1st, 3rd, and 4th Cutters ashore. Launched and towed the Fore Yard. Carpenters, Armorers & Painters returned from shore, swayed the Fore Yard athwart the sail, ready for rigging at sunset Inspected the crew at Quarters and read prayers.

L.B.Avery

From 8 to Midnight light breezes and clear.

W. Gwathmey

From midnight to 4 light breezes and cloudy.

J L. Lardner

From 4 to 8 light airs and clear. Boatswain employ^d rigging Fore Yard, Rec^d fresh provisions for Sea.

L.B.Avery

From 8 to Meridian calm and cloudy sent boats for men on Liberty. Punished Jno. Snidden for drunkenness, Nelson Sichellerger, Edwin Dougherty for drunkenness and fighting with 12 lashes each. At 11 swayed aloft the Fore Yard.

W. Gwathmey

Sick Report 10

Water on Hand	32, 500 galls
Extended	500
Remaining	32, 000

=====
Monday January 1st 1844
Callao Peru

Commenced with and until 8 P.M. Moderate breezes and clear. Sent first part Starb Watch on shore on Liberty for 48 hours. At Sunset mustered the crew at Quarters and prayers.

F. Winslow

From 8 to Midnight light airs and pleasant

L.B. Avery

From Midnight to 4 light breezes from the S.E. and clear.

From 4 to 8 light airs and cloudy. Rec^d fresh provisions for the crew.

W. Gwathmey

From 4 to 8 light airs from the S.E. and cloudy. Dispatched the Lighter for water. Rec^d fresh beef and vegetables for the crew. Two sails in sight windward.

F. Winslow

From 8 to Meridian light breezes and clear weather from S^d.W^d and pleasant. At 9 Inspected the crew at Quarters and sent the Launch to the Island of San Lorenzo to haul up and repair, the

Carpenters and his Gang with provisions to remain and repair the Launch. Broke up the 1st Gig for firewood having been condemned by Survey. Gunner and his crew employed scraping the Spar deck Battery inside. Sailmakers repairing sails. Punished Jno. White ‘O.S.’ with 12 lashes of the Cats for smuggling liquor, Alex Windsor, Geo Vincent, Jno. Brown and Geo Smith each with 12 lashes for Insolence to Officers while on shore liberty.⁵⁸

L.B.Avery

Sick Report 15

Water on Hand & Rec	30, 000
Extended	500
Remaining	29, 500

=====
Tuesday January 2nd 1844
Callao Peru

Commenced with light airs and pleasant brought off the Hammock Cloths from shore. Carpenter and crew at the Island repairing Launch .

L.B.Avery

From 4 to 8 wind light and weather cloudy. Inspected the crew at Quarters & read prayers. A Ship or a Barque in the offing

L.B. Avery

From 8 to Midnight light Southerly airs and cloudy.

W. Gwathmey

From Midnight to 4 light airs from the S &W and cloudy

F. Winslow

From 4 to 8 light airs and cloudy arrived a French Braque and an American Whaler anchored to leeward during the night. Rec^d Fresh provisions for the crew.

L.B.Avery.

From 8 to Meridian light southerly airs and cloudy. At 9 Inspected the crew at Quarters and read prayers. HBM Ship *Vindictive* went to Sea. Punished Thos. Taylor “Sea” with 12 lashes with Cats for drunkenness and fighting. Boarded the Whale ship *Jno. Adams* 55 days from Falcamana. Rec^d in the Purser Dept. from the U.S. Ship *Relief* 8 Pieces Cloth and 5 Bales of Stockings.

W. Gwathmey

Sick Report 14

Water on Hand & Rec	29, 500
Extended	500
Remaining	29, 000

=====
Thursday January 4th 1844
Callao Peru

Commenced with moderate breezes from the S E and passing clouds Rec^d a lighter load of water '25,000 Galls & dispatched her ashore for another load. Rec^d in the Pursers Dept. \$15,000. Carpenters on San Lorenzo repairing Launch. Sailmakers repairing Maintopgallant sail.

F. Winslow

From 4 to 8, moderate breezes and clear. At sunset inspected crew at Quarters.

F. Winslow

From 8 to Midnight moderate breezes from the S.E. and cloudy.

L.B. Ashby

From Midnight to 4 light airs and cloudy.

W. Gwathmey

From 4 to 8 light airs from the S.E. and cloudy. Dispatched the Lighter for water. Rec^d fresh beef and vegetables for the crew. Two sails in sight windward.

F. Winslow

From 8 to Meridian light breezes and clear weather. At 9 mustered the crew at Quarters and read prayers. Punished Mich. Bowler & Nelson Sichellerger for drunkenness, David Thompson for abuse to Mr. Sharp and Ja^s Weymouth for smuggling liquor with 12 lashes each. Rec^d a launch load of water, Carpenter and his crew employed repairing launch at the Island, Sailmakers repairing sails, armorers at useful work crew variously employed.

J.L. Lardner

Sick Report 16

Water on Hand & Rec	33, 500
Extended	500
Remaining	33, 000

=====

Friday **January 5th 1844**
Callao Peru

Commenced with and until 8PM light breezes from the S E and clear. Rec^d a Launch load of water. At Sunset HBM Frigate Vindictive came in and anchored off the Island of Lorenzo. An English Ship and a Barque went to Sea. Carpenters, Armorers, Sailmakers and crew variously employ^d at useful work. Quarters and Prayers.

J.L. Lardner

From 4 to 8, light breezes from the S E and clear. Rec^d a lighter load of water struck the water cask below, and sent the lighter ashore. At Sunset mustered the crew at Quarters & read prayers. An English Barque went to sea.

F. Winslow

From 8 to Midnight light breezes from the S.E. and clear.

J.L Lardner

From Midnight to 4 light Southerly breezes and passing clouds. .

F. Winslow

From 4 to 8 light breezes and clear. Rec^d a Lighter load of water . Rec^d fresh Beef and vegetables for the crew

J.L. Lardner

From 8 to Meridian light airs from the S. E.and clear. At 9 made General Signal No. 936 dispatched the 2nd Cutter to the Island 1st & 3rd Cutter employ^d bringing Liberty Men. Punished David Houx "O.S." with 6 lashes of the Cats for drunkenness and being noisy. Quarters and Prayers.

W. Gwathmey

Sick Report 18	
Water on Hand & Rec	37, 000
Extended	500
Remaining	36, 500

Sunday January 7th 1844
Callao Peru

Commenced with moderate breezes from the S E and passing clouds Rec^d a lighter load of water. The American Ship Orpheus went to sea. Carpenters at work ashore.

F. Winslow

From 4 to 8, light breezes from the S E and clear. Rec^d a lighter load of water struck the water cask below, and sent the lighter ashore. At Sunset mustered the crew at Quarters & read prayers. An English Barque went to sea.

F. Winslow

From 8 to Midnight moderate breezes from the S.E. and hazy.

J.L Lardner

From Midnight to 4 light airs and cloudy.

W. Gwathmey

From 4 to 8 light airs from the S.E. and pleasant. Rec^d fresh Beef and vegetable's for crew. At 8 crossed topgallant yard.

F. Winslow

From 8 to Meridian light breezes and clear weather. At 10 read the Articles of War and Mustered the crew. Ja.Spencer C. Miz top Lloyd Hopkins WRC Jno Collier, Jno Davis, W^m. Coyle Seamen, Jeremiah Parsons O.S. and W^m Lewis Lds absent without leave. ⁵⁹

J.L. Lardner

Sick Report 19
Water on Hand & Rec 45, 000
Extended 500
Remaining 44, 500

Monday January 8th 1844
Callao Peru

Commenced with Moderate breezes from the S&E and clear.

J.L. Lardner⁶⁰

From 4 to 8 Moderate breezes and passing clouds at sunset mustered the crew at Quarters and read prayers.

J.L. Lardner

From Midnight to 4 moderate breezes from the S & E and cloudy.

F. Winslow

From Midnight to 4 Moderate breezes and thick cloudy weather, the English Steamer Chile arrived 9 days from Valparaiso. Rec^d fresh Beef and vegetables for the crew.

J.L. Lardner

From 8 to Meridian, Moderate breezes and cloudy brought the 1st Cutter from the Island, Punished Austin M. King with 12 lashes with cats for smuggling liquor, unbend the Mizzen topsail for repairs. Rec^d a load of sand at 9 mustered the crew at Quarters and read prayers. Sailmakers employ^d reframing Mizzen topsails.

W. Gwathmey

Sick report 19

Water on Hand 44,500 galls

“ Extended 500 “

“ Remaining 44,000

=====

**Wednesday January 10th 1844
Callao Peru**

Commenced with Moderate breezes from the S&E and cloudy Rec^d a Launch load of water. Sailmakers repairing sails, a Peruvian Ship went to sea. .

J.L. Lardner⁶¹

From 4 to 8 Moderate breezes from the Southward and cloudy. An English Brig arrived at sunset mustered the crew at Quarters and read prayers

J.L. Lardner

From 8 to midnight light airs and cloudy.

W.Gwathmey

From Midnight to 4 Calm and foggy.

F. Winslow

From 8 to Meridian, light airs from the S. W. and cloudy At 9 mustered the crew at Quarters and read prayers. Punished Asbury Mitchell "Sea" with one dozen lashes with the cats for drunkenness, Jno Macard "Sea" and Jno White "O.S." with the same for gambling, Lewis W. Denning "Deserter", was brought on board from the *Constellation*. Unbend the Mainsail for repairs and bent another. Rec^d a Launch load of Water and in Carpenters Dept. 40 galls of Sperm Oil. Mechanics and crew variously employ^d at useful work. ⁶²

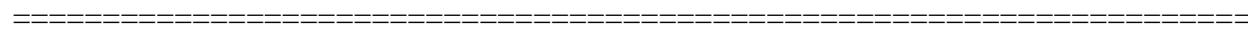
J.L. Lardner

Sick report 20

Water on Hand 47.500 galls

" Extended 500 "

" Remaining 47.000



**Thursday January 11th 1844
Callao Peru**

Commenced with Moderate breezes from the S^d&E^d and cloudy Rec^d a Launch load of water. Sailmakers repairing sails, a Peruvian Ship went to sea. .

*J.L. Lardner*⁶³

From 4 to 8 Moderate breezes from the S^d and cloudy. An English Brig arrived at sunset mustered the crew at Quarters and read prayers

J.L. Lardner

From 8 to midnight light airs and cloudy.

W.Gwathmey

From Midnight to 4 Calm and foggy.

F. Winslow

From 4 to 8 light airs from the N^d & W^d and misty . Rec^d fresh provisions for the crew scou^d Hammocks.

J.L. Lardner

From 8 to Meridian, light airs from the N^d and cloudy. At 9 mustered the crew at Quarters and read prayers. Punished W^m. Johnson with 12 lashes for disobedience and Lewis W. Denning with same number for desertion. Painters gilding Eagle on stern. Sailmakers repairing sails. .

W.Gwathmey

Sick report 20

Water on Hand 47.000 galls

“ Extended 500 “

“ Remaining 46.500

=====

Callao Peru
Friday January 12th 1844

Commenced with calm and cloudy weather, Painters employ^d gilding the Eagle on the stern. Sailmakers repairing the rudder coat. Carpenters at their usual occupations.

J.L. Lardner⁶⁴

From 4 to 8 Moderate breezes and passing clouds at sunset mustered the crew at Quarters and read prayers.

J.L. Lardner

From Midnight to 4 light airs and clear. .

F. Winslow

From Midnight to 4 light airs from the S. and cloudy.

J.L Lardner

From 4 to 8 light airs from the S^d and W^d and cloudy. Rec^d fresh provisions for the crew.

W. Gwathney

From 8 to Meridian, light airs and clear. At 9 mustered the crew at Quarters and read prayers. Punished the following men, Viz. Cha^s Burrett "O.S." with 12 lashes for drunkenness & mutinous language, Austin M. King "Lds", Jno L. Stephens "Lds" Saml. Ryerson and W^m. Moore "O.S." with 12 lashes each for gambling. Bend the Mizensail. Boatswain employ^d overhauling rudder chains. Sailmakers at work on sails, fitted main pendants to the rudder chains both sides.

F. Winslow

Sick report 20

Water on Hand 46,500 galls

" Extended 500 "

" Remaining 46,000

=====

Callao Peru
Saturday January 13th 1844

Commences with moderate breezes and clear. Rec^d. A Launch load of water an English Barque sailed.

F. Winslow

From 4 to 8 Moderate breezes and clouds at sunset mustered the crew at Quarters and read prayers. Rec^d on board 8 Blks of Raisins.

F. Winslow

From Midnight light airs and cloudy ..

J.L. Lardner⁶⁵

From Midnight to 4 calm and clear.

W. Gwathney

From 4 to 8 calm and pleasant . Rec^d fresh provisions for the crew.

W. Gwathney

From 8 to Meridian, light light breeze from the S with clear weather. At 9 muster the crew at Quarters and red prayers. Punished W^m. Henry "O.S." Goodwin Hynerman "O.S." and Jno. Ricker "O.S." with 12 lashes of the cats for drunkenness & disorderly conduct.⁶⁶ HBM Steam Frigate *Cormorant* went to sea. Rec^d. a launch of Water. Sailmakers employ^d repairing sails.

J. Lardner

Sick report 17

Water on Hand 47,500 galls

“ Extended 500 “

“ Remaining 47,000

=====

Monday January 15th 1844
Callao Peru

Commenced with moderate breezes and cloudy sent a number of men on liberty to the *Constellation*. Lieut. D. French Dulany reported on board. liberty men returned.⁶⁷

W.Gwathmey

From 4 to 8 light breeze and cloudy at sundown mustered the crew at Quarters and read prayers.

W.Gwathmey

From 8 to Midnight light breezes and cloudy.

F. Winslow

From Midnight to 4 light southerly breezes and cloudy.

J.L. Lardner

From 4 to 8 light breezes and cloudy Rec^dfresh provisions for the crew. H.B.M. Ship *Vindictive* weighted and stood out.

W.Gwathmey

From 8 to Meridian light breezes and cloudy sent the following Carpenters to work on board the Brig *Whig* Viz Samuel Auld, Nathan Banister, W^m. Mc Cormack Ja^s.Eganson & W^m. Stanton. Mustered the crew at Quarters and read prayers. Rec^d a tank load of water. Punished Mich^l.

Murrin "O.S. with 12 lashes with the cats for drunkenness. At 10.30 loosed sails to dry. made signal 894 to the *Relief* at 11. HBM Frigate *Vindictive* standing off and on.

F. Winslow

Sick report 17

Water on Hand 47,500 galls

" Extended 500 "

" Remaining 47,500

=====
Tuesday January 16th 1844
Callao Peru

Commenced with moderate breezes and cloudy. Lt. D. French Dulany, left the Ship for the *Constellation*, his orders being revoked. Asst. Surgeon W^m. A. Nelson left the Ship having received orders to join the *Constellation*.⁶⁸ At 3.30 furled sails. Carpenters & crew employ^d on board the American Brig *Whig*.

F. Winslow

From 4 to 8 moderate breezes from the S. W. and cloudy. Mustered the crew at Quarters and read prayers. Two sails in the offing, the *Vindictive* came to anchor off San Lorenzo. Mechanics returned on board.

F. Winslow

From 8 to Midnight light southerly breezes and cloudy.

J.L. Lardner

From Midnight to 4 light breezes and cloudy.

W.Gwathmey

From 4 to 8 light breezes from the S and passing clouds. At muster the crew at Quarters and read prayers. Punished Jo. H. Parker "Sea" Jno. Laurence "Sea" with one Dozen of the Cats each for smuggling liquor, Alex Malcolm "O.S." W^m. Hicks "Sea" 12 do. David Roberts "O.S." & Ja^s. Wilson "O.S." 12 do., for drunkenness.⁶⁹ Rec^d uniform Marine Caps from the *Constellation*. Carpenter 5 of his crew employ^d on board Brig "*Whig*" of Baltimore, fitted new rudder pendants and shackles crew variously employed.

J.L. Lardner

Sick report 20

Water on Hand 47,000 galls
“ Extended 500 “
“ Remaining 46,500

Wednesday January 18th 1844
Callao Peru

Commenced with moderate breezes from the S and clear Rec^d 116 Quintals of wood. A Peruvian Brig arrived.⁷⁰

J.L. Lardner

From 4 to light Southerly breezes and passing clouds. Rec^d 114 Quintals of wood. At Sunset mustered the crew at Quarters and read prayers. App[rentice] Surgeon W^m. A. Nelson returned on board his orders having been revoked.

J.L. Lardner

From 8 to midnight light breezes from the S.& W. and cloudy

W.Gwathney

From midnight to 4 light airs and cloudy.

F. Winslow

From 4 to 8 Calm and Mistry Rec^d fresh provisions for the crew. At 8 loosed sails.

J.L. Lardner

From 8 to Meridian light breezes and cloudy. At 9 mustered the crew at Quarters and read prayers. At 10 the U.S. Schooner Shark off the Harbor and exchanged numbers with her.

W.Gwathney

Sick Report 17

Water on Hand 46,500 galls
“ Extended 500 “
“ Remaining 46,000

=====

Thursday January 18th 1844
Callao Peru

Commenced with light breezes from the SW at 12 P.M. U.S. Schooner *Shark* came to anchor on our larb beam 26 days from Payta , touching at the Intermedian. Rec^donboard from her Cha^s Exnon “Musician “ who deserted from this ship in Valparaiso in May 1843. At 3 furling sails Transferred to the Constellation W^m Parson “O.S.’ Peter Johnson “Sea” and David Warner “Sea”

W. Gwathney

From 4 to 8 light breezes from the S. and cloudy. Mustered the crew at Quarters and read prayers..

W. Gwathney

From 8 to Midnight calm and cloudy, with English Brig anchored on our starb Quarter.

F. Winslow

From Midnight to 4 light breezes and cloudy.

W. Gwathmey

From 4 to 8 light breezes from the S^d and cloudy. At mustered the crew at Quarters and read prayers. Sent the following men Viz J. Jones, Isaac Dutton, Garrison F. Dean, Peter Hendricks, Cha^s Dillon, Jno Walker Edward Howard, Jno Gavin , Jno Murray and Jno Beck to work on the Brig “*Whig*” . Carpenter and 6 of his crew also employ^d on board of the same. Punished Ja^s Wilson “O.S.” with 12 lashes with the cats for assaulting the Master of Arms.⁷¹ W^m Moore do. for abuse to sentinel . Jno Miller Marine 12 do for neglect of duty on post.⁷² Sent the Brig”*Whig*” 4 double and 2 single purchase blocks & a small tow line. Sailmakers employ^d on Mainsail dispatched Launch for load of wood. Mid[shipman] M.J. Jones left the ship under orders to join the *Constellation*.

F. Winslow

Sick report 12

Water on Hand 46,000 galls
“ Extended 500 “
“ Remaining 45,500

Friday January 19th 1844
Callao Peru

Commenced with light airs from the S.W. and cloudy Rec^d 107 trimnails of Wood, struck the Water Casks into the Launch a gang of men 6 Carpenters employ^d on board the Brig *Whig*

F. Winslow

From 4 to 8 light airs from the S^d. W^d. and cloudy. At Sunset mustered the crew at Quarters working Parties returned from the Brig "*Whig*"

F. Winslow

From 8 to Midnight southerly breezes and misty.

J.L. Lardner

From Midnight to 4 calm and cloudy

W.Gwathmey

From 4 to 8 light southerly airs and foggy Rec^d a Lunch load of water and fresh beef and vegetables for the crew. HBM Ship *Vindictive* weighted and stood over from San Lorenzo.

F. Winslow

From 4 to Meridian light Southerly airs and misty. At 9 mustered the crew at Quarters and prayers. Rec^d on board in Carpenters Dept. 4 ounces of Sand Paper & 6 ten inch flat files. Punished David Roberts "O.S." with 12 lashes of the Cats for fighting. Goodwin Hynerman "O.S" 12 do for smuggling liquor, Alex Poor "Sea" 12 do for Insolence Ships Draft 20 ft 8 in Aft 24 ft Diff 40 inches.

Sick report 20

Water on Hand 47,000 galls
" Extended 500 "
" Remaining 46,500

Tuesday January 30th 1844
Callao Peru

Commenced with light breezes and clear. Gunners employ^d setting up the main Futtock shrouds. Rec^d a Launch load of water

W. Gwathmey

From 4 to 8 light breezes and clear. At 5 the Levant came to on our larb beam 13 days from Valparaiso. At 6.20 the Levant made signals 796.1045 answered with 97. At sundown sent down the topgallant yards, bent the sails & put the yards in the riggings. Mustered the crew at Quarters and read prayers.

W. Gwathmey

From 8 to Midnight light airs from the S.W. and clear.

F. Winslow

From Midnight to 4 light southerly airs and misty.

A. Murray

From 4 to 8 light breezes from the S and passing clouds. At daylight sent Carpenters and working party on board the Brig "*Whig*" the *Levant* shifted her berth and anchored ahead of us. Midⁿ Key and Edwin Lewis "O.S. came on board both having been absent without leave. Rec^d fresh provisions for the crew. Arrive the Steam Packet *Pern* from Valparaiso and *Intermedion* At 8 crossed topgallant Yards.

W. Gwathmey

From 8 to Meridian moderate breezes from the S. E. and clear. Mustered the crew at Quarters and read prayers. Punished the following men viz. Asbury Mitchell "Sea", Jno. Pickins "O.S." & Edw Woods "S.B." the two first with 12 each, the latter with 8 lashes with the Cats for drunkenness and fighting and David Roberts "O.S." with 12 do. for drunkenness and insolence. A working party employ^d on board the Brig "*Whig*" Sailmakers making a new jib.

F. Winslow

Sick report 18

Water on Hand 47,000 galls

“ Extended 500 “

“ Remaining 46,500

Wednesday January 31st 1844
Callao Peru

Commenced with moderate breezes from the S.W. and cloudy. Punished Alex Lester with 12 lashes with cats for disobedience of orders and insolence. Working party employ^d on board the American Brig *Whig*, Sailmakers at work on jib sail.

F. Winslow

From 4 to 8 moderate breezes from the S. W. and cloudy. Mustered the crew at Quarters and read prayers. Two sails in the offing, the *Vindictive* came to anchor off San Lorenzo. Mechanics returned on board.

F. Winslow

From 8 to Midnight light Southerly breezes and clear.

A. Murray

From Midnight to 4 light breezes and cloudy, sent Carpenters and 4 "Sea"[Seamen] to the *Whig*. Rec^d fresh provisions for the crew. HBM Brig *Adonis* weighted, towed astern and came again on the larb beam.

F. Winslow

From 4 to 8 light breezes light southerly breezes and clear. At 9 mustered the crew at Quarters and read prayers. Rec^d a new Whale Boat purchased of the American Ship *Milo*, hoisted her in for the purpose of making alterations and painting her.

A. Murray

Sick report 16

Water on Hand 40,500 galls
" Extended 500 "
" Remaining 40,500

Thursday February 1st 1844
Callao Peru

Commenced with light breezes from the S and clear. A brig in the offing Launch watering the USS Ship *Levant* an English Barque went to Sea.

A.Murray

From 4 to 8 light Southerly breezes and passing clouds at sunset Mustered the crew at Quarters at sunset mustered the crew at Quarters and read prayers.

A. Murray

From 8 to Midnight light breezes from the S & E and clear weather

W.Gwathmey

From Midnight to 4 light breezes and cloudy.

F. Winslow

From 4 to 8 light breezes and cloudy Rec^d fresh provisions for the crew.

A. Murray

From 8 to Meridian, light breezes and clear . Muster the crew at Quarters and read prayers. Punished Samuel Stanly "B.M." for abuse and disrespect with 12 lashes with the cats and reduced him to "Sea" Rated W^m Whiting "B.M." Peter Pavoin "Cap Miz Top", Rich Saroyer & Ja^s. Whitehead "O.S." Sailmakers at work on new jib. Gunners crew blacking shot. Carpenters at work on Whale Boat. Painters painting Whale Boat . Carpenters caulking under larb main chains Launch watering the *Levant*. Boarded the American Whale Ship *Empire* of Nantucket from a cruise 200 bshls of Oil also the American Whale Ship *Milo* of New Bedford with 200 Bsls of oil.

W.Gwathmey

Sick report 198

Water on Hand 46, 000 galls

" Extended 500 "

" Remaining 45,500 "

=====

Tuesday February 6th 1844
Callao Peru

Commenced with Moderate breezes from the S & E and clear. Hoisted out the Whale Boat hoisted in the gig rigged the launch and finished rattling down the Main Rigging.

J.L. Lardner

From 4 to 8 Moderate breezes and cloudy, Mustered the crew at Quarters at sunset mustered the crew at Quarters and read prayers.

J.L. Lardner

From Midnight to 4 moderate breezes from the S^d & E^d and cloudy.

F. Winslow

From Midnight to 4 Moderate breezes and thick cloudy weather, the English Steamer Chile arrived 9 days from Valparaiso. Rec^d fresh Beef and vegetables for the crew.

J.L. Lardner

From 8 to Meridian, Moderate breezes and cloudy brought the 1st Cutter from the Island, Punished Anstin M. King with 12 lashes with cats for smuggling liquor, unbend the Mizzen topsail for repairs. Rec^d a load of sand at 9 mustered the crew at Quarters and read prayers. Sailmakers employ^d reframing Mizzen topsails.

W. Gwathmey

Sick report 19

Water on Hand 44,500 galls

“ Extended 500 “

“ Remaining 44,000

=====

Saturday February 10th 1844
Callao Peru

Commenced with moderate breezes from the S. W. and clear. At 1 weighed made sail and stood out for San Lorenzo . At 1.30 passed HBM Steamer Salamander standing in for anchorage of Callao. At 2.15 came to with the starb anchor in 7 ½ fathoms water, veered 45 fathoms of chain. “Whale Back” bearing per compass 8 N. and San Lorenzo S.E. and N. W. At 3 furled sails and squared yards & got lower booms out.

F. Winslow

From 4 to 8 light breezes and cloudy, Mustered the crew At 5 went to General Quarters crew and exercised for one hour. At Sunset Quarter Prayers.

F. Winslow

From Midnight to 4 moderate breezes from the S & E and cloudy.

A. Murray

From 4 to 8 Southerly Breezes and clear

F. Winslow

From 8 to Meridian light breezes and clear called all hands an exercised crew at Reefing, at 10 furling sails and piped down. At 9 Mustered the crew at Quarters and read prayers. Punished Barnard Wright "Mar"[Marine] with 12 lashes for smuggling liquor to Ships Company.

A. Murray

Sick report 22

Water on Hand 45,500 galls

" Extended 500 "

" Remaining 45,000

=====

Sunday February 11th 1844
Callao Peru

Commenced with moderate breezes from the S and clear weather.

A. Murray

From 4 to 8 moderate breezes from S. and clear. Exercised the crew at General Quarters. St Sunset mustered the crew at Quarters and read prayers.

A. Murray

From 8 to midnight to 4 light breezes and cloudy.

L.B. Avery

From 4 to 8 light airs and clear sent 3 Cutter to Callao Rec^d - Fresh Provisions for the crew.

A. Murray

From 8 to Meridian, light airs from the S^d & E^d. and clear. Mustered the crew at General Muster Reduced Jno. Turner M. at Arms [Master at arms] and Nath Woodward, P. Clarke to "Sea"[Seaman] for smuggling liquor and rated Corp Thos. Warbass Master at Arms. At 11 performed Divine Service.

L.B. Avery

Sick report 21

Water on Hand 45,000 galls

“ Extended 500 “

“ Remaining 44,500

=====

Monday February 12th 1844
Callao Peru

Commenced with moderate breezes from the S & W and cloudy.

L.B.Avery

From 4 to 8 moderate breezes from S. and W and cloudy. . Exercised the crew at General Quarters. St Sunset mustered the crew at Quarters and read prayers.

L.B. Avery

From 8 to midnight to 4 light breezes and clear.

W. Gwathney

From 4 to 8 light airs from the S^d. & W^d and clear Rec^d fresh .

L.. B. Avery

From 8 to Meridian, light breezes the S. E. and clear. Mustered the crew at Quarters and read prayers Punished W^m Pratt & W^m Roach (Mar) with 12 lashes with Cars wash for fighting. At 10 exercised the crew at Reefing and furling for one hour.

W. Gwathney

Sick report 20

Water on Hand 44,500 galls

“ Extended 500 “

“ Remaining 44,000

=====

Wednesday February 15th 1844
Callao Peru

Commenced with light e breezes from the N later from the S and cloudy and cloudy. Boatswain at work on spiritsail yard Furled sails.

W. Gwathney

From 4 to 8 light airs from S. and cloudy. . Exercised the crew at General Quarters. St Sunset mustered the crew at Quarters and read prayers.

L.B. Avery

From 8 to midnight to 4 light breezes and clear.

W. Gwathney

From 4 to 8 light airs from the S.and W and clear Rec^d fresh provisions for the crew .

L. B. Avery

From 8 to Meridian, light breezes the N. W. and clear. Mustered the crew at Quarters and read prayers Punished Henry Bonny “O.S.” with 12 lashes with the cats for fighting.

W. Gwathney

Sick report 17

Water on Hand 43,000 galls

“ Extended 500 “

“ Remaining 42,500

=====

Friday February 16th 1844
Callao Peru

Commenced with moderate breezes from the S & W and clear . At 3.15 called all handsweighted anchor and made sail to topsails and topgallant sails. Standing for Callao achoridge at 4.35. came to with the larb anchor in 6 fathoms of water veered to 45 fathoms chain & furled sails. End of Mole bearing N.S.W and of Fronton and N W and of San Lorenzo.

L.B. Avery .

From 4 to 8 moderate breezes from S. and W and cloudy. . Exercised the crew at General Quarters. St Sunset mustered the crew at Quarters and read prayers.

L.B. Avery

From 8 to midnight to 4 light breezes and clear.

W. Gwathney

From 4 to 8 light airs from the S.and W and clear Rec^d a launch load of water and fresh beef and vegetables for the crew.

L.B. Avery

From 8 to Meridian, light breezes and pleasant weather Punished Samuel Ryerson S.B. with 12 lashes for stealing wood and Geo Beatty. O.S. with 9 do., for attempting to double Grog Tub. ⁷³Hoisted out the gig at 9 mustered the crew at Quarters and read prayers. Rec^d a Launch load of water.

W. Gwathney

Sick report 15
Water on Hand 45,500 galls
“ Extended 500 “
“ Remaining 45,000

=====
Wednesday February 17th 1844
Callao Peru

Commenced with light breezes from the S^d & W^d cloudy and clear.. Boarded the Danish Ships *Napoleon* 11days from Valpariso.

W. Gwathney

From 4 to 8 light breezes from S^d & W^d. at 5.10 exchanged numbers with the U.S. Frigate *Savannah* in the Offing bearing the broad pendant of Commodore Alexander J. Dallas, Saluted it with 13 guns. Let fall the topsails and furling them at the last gun, at 6.20, the *Savannah* came astern Rec^d a load of water.

W. Gwathney

From 8 to midnight to 4 light breezes S^d & E^d cloudy..

F. Winslow

From midnight to 4 light airs from S^d & E^d and clear.

A. Murray

From 4 to 8 light breezes from the S^d & E^d. and clear.

W. Gwathney

From 8 to Meridian Moderate breezes from the. S^d & W^d and cloudy. at 9 mustered at Quarters and read prayers Launch watering Ship Sailmakers at work on jib at 9 hoisted the French Ensign at the Fore and fired a salute of 13 Guns in return to a salute from his French Majesty's Corvette *Trion* to the Commodore 's flag the *Savannah* being unable to salute on account of the indisposition of the Commodore.⁷⁴

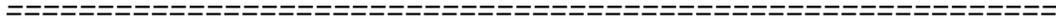
F. Winslow

Sick report 15

Water on Hand 47,000 galls

“ Extended 500 “

“ Remaining 47,000



February 19th 1844
Callao Peru

Commenced with light airs from the S^d.W^d. and clear weather, the American Whale Ship *Jno Howe* went to Sea.

A. Murray

From 4 to 8 light airs from the. S^d.W^d and clear.

A. Murray

From Midnight to 4 moderate breezes from The S^d.W^d and cloudy.

L.B. Avery

From midnight to 4 light breezes from the S. and cloudy weather.

W. Gwathney

From 4 to light breezes from the S. and cloudy. Rec^d on board fresh provisions for the crew.

A. Murray

From 8 to Meridian light breezes from the S. and clear. Mustered the crew at Quarters and read prayers. Send on board the Savannah 1 Secretary, 1 Bookcase, 1 Center Table 1 Galley, 1 Cabin Stove with the Pipes and cooking utensils, 1 large looking glass, 2 stoves Transferred the following Bandsmen with their Instruments to the Savannah Viz Henry Lambeth “Leader”, Cha^s Exnor, Geo Davis, W^m Stewart, Jno Sabino, Jno Veripino, Jno Jose, Jno Da Silave, Francis Carmarache, Francis Barnardo, Jno Augustino and Antonio Guavelo.

L.B. Avery

Sick Report 15

Water on Hand 46,500 galls

Extended 500

Remaining 46,000

=====

Log Book of the U.S. Frigate United States, C.K. Stribling Esq Captain

Friday April 26th 1844

Remarks

Commences with light airs and clear braced and set jib and spanker

W. Gwathmey

From 4 to 6 light breeze and clear weather.

L B Avery

From 6 to 8 light breezes and clear hauled down all the larb. steeringsails and braced up at sunset mustered the crew at Quarters and read prayers.

F. Winslow

From 8 to Midnight, light breezes and cloudy.

W. Gwathmey

From Midnight to 4 light breezes and clear.

L B Avery

From 4 to 8 m moderate breezes and cloudy weather, at 5 set the Fore and Maintopgallant steering sail, at 7 hauled down the sails and flying jib & took in Royals split the Foretopmast steering sail & Foretopgallant sail, sent it on deck sent aloft another, bent and set it at 7.30 set Royals and flying jib,

F. Winslow

From 8 to Meridian, light breezes and passing clouds at 9 mustered the crew at Quarters and read prayers, at 9 wind dying away hauled up the Courses and down Foretopmast staysail At 10 set Courses & Foretopmast staysail. At 10.25 Ralph W. Emerson "O. S. departed this life."⁷⁵

W. Gwathmey

Distance Run this day 100

Previously Run 62,340.32
Whole Distance Run 62, 440.2

Sick Report 9

Water on Hand 40.500 galls
Extended 450
Remaining 40,050

Log Book of the U.S. Frigate United States, C.K. Stribling Esq Captain
At Sea
Saturday April 27th 1844

Remarks

Commences with moderate breezes and clear. At 3 clewed up the Fore Royal and unbent the Foretopgallant sail and bent and set the old on.

L.B.Avery

From 4 to 6 Moderate breezes and cloudy. At 5.30 called all hands, "Bury the Dead" and committed to the deep the body of Ralph W. Emerson "O.S."

F.Winslow

From 6 to 8 Moderate breezes and clear. At sunset Mustered the crew at Quarters and read prayers.

W. Gwathmey

From 8 to Midnight, Moderate breezes and clear. At 10.30 furled the Royals. .

L.B.Avery

From Midnight to 4 Moderate breezes and clear.

F. Winslow

From 4 to 8 light breezes and clear. At 6 set the Royals.

W. Gwathmey

From 8 to Meridian, light breezes and clear weather. At 9 Mustered the crew at Quarters and read prayers,

L.B.Avery

Distance Run this day 122.4
Previously Run 62,440.2
Whole Distance Run 62, 502.4

Sick Report 9

Water on Hand 40. 050 galls
Extended 450
Remaining 39.600

Journal of Midshipman William Sharp⁷⁶

At Sea – April 27th – 1844

Commences moderate breezes & clear – unbent F. Topgallant sail, ben, and set old one – at 5.30, PM, hoisted the Ensign at half mast, called all hand, “Bury the dead” – read the Burial Service, and committed to the deep the body of Ralph W. Emerson, dec[eased] – at 6, mustered the crew at Quarters & read prayers – During the night, mod breezes & clear- at 9 A.M. Mustered the crew at Quarters, read prayers

Dist. Run this day 122. 4
Prev run - 62,440.2
Wh. Dist 62,562.6
Sick Report 9

Log Book of the U.S. Frigate United States, C.K. Stribling Esq Captain⁷⁷

Callao Peru
Monday July 1st 1844

Commenced with and until 8 P.M. Moderate breezes from the S. E, and cloudy, at 3.45 the *Savannah* made signal 9.36, furlled sails, at sunset – Mustered the crew at Quarters, at 6.45 Josiah Faxon “Sailmaker”, departed this Life. 19 app. Boys returned from leave.⁷⁸

F. Winslow

From 8 to midnight, light breezes and clear, several Vessels arrived and anchored.

A. Murray

From Midnight to 4, light Southerly breezes and misty.

L B Avery

From 4 to 8 light breezes from S and cloudy weather. Rec fresh provisions for the crew. W^m Stemmit and Asbury Mitchell “Sea” still on leave.

F. Winslow

From 8 to Meridian light airs and clear, at 9 Mustered the crew at Quarters and read prayers. The *Savannah* made signal 9.37 loosed sails to dry, sent an Officer and men to Lorenzo to dig a grave. Recd on board the Forge from the *Relief* and sent 7 percussion Locks, 100 wafers and 3 Sailmakers Palms to *Relief*.

A. Murray

Sick Report 14

=====

Callao Peru
Monday July 2 1844

Commenced with Moderate breezes and cloudy, at 3.45 at 1 half-masted the colors and sent the 2nd Cutter & Gig with the remains of Josiah Faxton Sailmaker to the Island of San Lorenzo for Burial, at 3.30 furlled sails by signal from Savannah

A. Murray

From 4 to 8 moderate breezes and cloudy. Rec don board a Launch load of water. Asbury Mitchell, a deserter was brought on board , at sunset Quarters and prayers .

A. Murray

From 8 to Midnight calm and cloudy.

L B Avery

From Midnight to 4 light airs from S& E and misty weather.

W.Gwathmey

From 4 to 8 light breezes and cloudy .

A. Murray

From 8 to Meridian light airs from N & W and passing clouds at 9 Quarters and prayers. Rec^d 14 Barrels of Pickles *Savannah* made 131 set a Boat on board, Ships Draft forward 20 ft.6 inches aft 23 ft 6 inches -

A. Murray

Sick Report 16

Beef on Board 65 Barr

Extended 2

Remaining 63

=====

Callao Peru
Tuesday July 3, 1844

Commences with light breezes from the W and clear. Rec^d from the U.S. Store Ship *Relief* 6040 lbs. of Bread. The Sardinian Brig of War *Eridano* went to Sea. Rec^d in the Boatswains Dept. 4 sides of Leather. Recd a Launch load of water, also 36 ft. of Plank.

L B Avery

From 4 to 8 Moderate breezes from the W and cloudy at sunset Quarters and prayers.

L B Avery

From 8 to Midnight, calm and misty weather.

W.Gwathmey

From Midnight to 4 light airs from the W and cloudy.

A. Murray

From 4 to 8 light airs from the n and cloudy. Rec^d fresh provisions for the Crew.

L B Avery

From 8 to Meridian, calm and cloud, at 9 mustered the crew at Quarters and read prayers. Punished Jeremiah Griswold "Sea" with 9 lashes for absence without leave, and insolence to Officers, Jno. Tyler "O.S." 12 do, for smuggling liquor Asbury Mitchell " O.S." 12 lashes for desertion, and reduced Michl Thompson "A S" to "O.S. for absence without leave, at 9.30 Savannah made signal 9.37 loosed sails.

W.Gwathmey

Sick Report 16

=====

Callao Peru
Thursday July 4th 1844

Commenced with light breezes from the S^d W^d and cloudy, sent to the *Relief* 44 fathoms 6 in[inch] Rope, at 2.30 *Savannah* made signal 131, and at 3.30 signal 936, furlled sails, Mid F. P. Baldwin reported for duty.⁷⁹

W.Gwathmey

From 4 to 8 calm and cloudy, sent to the U.S. Frigate *Savannah*, 34 fatigue jackets, 13 fatigue overalls, 14 m overalls, 21 Linen Overalls, 8 Linen Jackets, 3 mallets, 22 stocks, 1 sash. Sent to the U.S. Store Ship *Relief*, 6 handram Files, 6 Nail Gimblets, 4 Spike do., 1 Tap Boner, 1 Stove, 1 Sash Chisel, 2 pairs of Pliers, 2 frame chisels, 3 socket chisels, 2 Spoke Shavers, 6 screw augers, 6 plain bores, 2 socket bores, 1 tying square, 1 pair match planes, 1 moulding do 1 Fore 1 Jack, and 1 smooth plane, at sunset mustered the crew at Quarters and read prayers.

W.Gwathmey

From 8 to Midnight light airs from the S^d & E^d and cloudy.

A. Murray

From Midnight to 4, Calm and cloudy

L B Avery

From 4 to 8 Calm and cloudy.

W.Gwathmey

From 8 to Meridian, Moderate breezes from the S & E and cloudy, at 12 fired a National Salute in Honor of the day, at 9 mustered the crew at Quarters and read prayers.

A. Murray

Sick Report 16

Beef on Hand	63	Blt
Extended	2	
Remaining	61	

=====

At Sea
Sunday July 15th 1844

Commenced with moderate breezes and clear weather crossed Royal Yard and set the sails flying jib and maintop gallant stay sail.

W.Gwathmey

From 4 to 6 light breeze and clear weather at sunset Quarters and read prayers.

J.L. Lardner

From 6 to 8 moderate breeze and clear weather

L.B. Avery

From 8 to light breezes and passing clouds rove larb Foretopsail and topgallant steering sail gear and sent the sails in the Tops.

W.Gwathmey

From midnight to 4 light breezes and cloudy

J..L. Lardner

From 4 to 8 light breeze and clear weather hauled down the Foretopmast staysail and up the clew of the mainmast.

L.B.Avery

From 8 to Meridian variable airs and clear weather the crew at Quarters and prayers hauled down all the Fore and aft sails and rove starb steering sails.

W.Gwathmey

Distance Run this day [illegible]

Previously Run [illegible]

Whole Distance Run [illegible]

Water on hand 44,7000 galls Pork 70 Blt

Extended 400

Remaining 44,300

Sick Report 14

=====

At Sea

Saturday July 28th 1844

Commenced with fresh breezes and cloudy at 2 clewed down the topgallant sails & hauled down the flying jib to a squall reset them. At 3 a heavy squall with hail. Clewed up the topgallants and hauled down Fore& Maintopmast staysails& flying jib stowed flying jib & Foretopmast staysails, the foretopmast steering sail tacked [illegible] hauled the sail down bend the tack , and reset it with the topgallant sails. At 4 Quarters and prayers.

J.L. Lardner

From 4 to 6 at 4 a squall S took in steering sails furled topgallant sails at 5.30 took three reefs in topsails and furled Fore & Mizen single reefed courses furled mainsail set Fore & Mizen and stowed Foretopmast staysail.

L.B. Avery

From 6 to 8 Fresh gales from the S at 6.30 furled the Foretopsail at 7 furled the Maintopsail, bent the Main and Mizen storm topsails and storm mizzen got braces on Topsails.

W.Gwathmey

From 8 to Midnight strong gales and passing clouds. Laying to under Fore & Mainsails and storm mizzen.

J.L. Lardner

From midnight to 4 Moderate Gales and cloudy with a heavy swell from S At 3 set Fore& MizenTopsails. Close reefed to steady the ship Forestorm stowsail.

L. B. Avery

From 4 to 8 light breeze and clouds with snow turned reef out of the Fore& Main Topsails set Course Mizen topsail close reefed and Foretopmast stayed, hauled down Foresstorm staysail.

W.Gwathmey

From 8 to Meridian light breeze with snow at 9 turned out all the reefs unbent the Storm Mizen bent and set the Spinnaker unbent the Foretopmast stay sail for repairs set the Spinnaker. Breezes off the land set the Foretopgallant sails.

J.L. Lardner

Distance Run this day [illegible]

Previously Run 70.179

Whole Distance Run [illegible]

Water on hand 39,500 galls Beef 37 Blt

Extended 400

Remaining 39,100

Sick Report 17

=====

At Sea

Thursday August 2, 1844

Commenced with fresh breezes and cloudy at 2 clewed down the topgallant sails & hauled down the flying jib to a squall reset them. At 3 a heavy squall with hail. Clewed up the topgallants and hauled down Fore& Maintopmast staysails& flying jib stowed flying jib & Foretopmast staysails, the foretopmast steering sail tacked [illegible] hauled the sail down bend the tack , and reset it with the topgallant sails. At 4 Quarters and prayers.

J.L. Lardner

From 4 to 6 at 4 a squall S took in steering sails furl'd topgallant sails at 5.30 took three reefs in topsails and furl'd Fore & Mizzen single reefed courses furl'd mainsail set Fore & Mizzen and stow'd Foretopmast staysail.

L.B. Avery

From 6 to 8 Fresh gales from the S at 6.30 furl'd the Foretopsail at 7 furl'd the Maintopsail, bent the Main and Mizzen storm topsails and storm mizzen got braces on Topsails.

W.Gwathmey

From 8 to Midnight strong gales and passing clouds. Laying to under Fore & Mainsails and storm mizzen.

J.L. Lardner

From midnight to 4 Moderate Gales and cloudy with a heavy swell from S^d At 3 set Fore& MizzenTopsails. Close reefed to steady the ship Forestorm stowsail.

L. B. Avery

From 4 to 8 light breeze and clouds with snow turned reef out of the Fore& Main Topsails set Course Mizzen topsail close reefed and Foretopmast stayed, hauled down Foresstorm staysail.

W.Gwathmey

From 8 to Meridian moderate breezes and clear hauled up the weather clew at Quarters and prayers..

W.Gwathmey

Distance Run this day 218 &4
Previously Run 71.083
Whole Distance Run 71,315 &4

Water on hand	37,500 galls	Beef	34 Blt
Extended	400		
Remaining	37,100		
Sick Report	32		

Rio De Janerio, Brazil
Saturday August 17th 1844
[Chapters 41, 54, & 56]

Commenced with calm breezes, cleat weather, at 2.30 Ship drifting toward Santos wharf lowered the Cutter Boats, got a kedge and hauled her to S^d & W^d. at 3 hoisted out the 1st and 2nd Cutters And sent the boats ahead to tow assisted by those of the Squadron. At 1 hauled up the course drifting into the Harbor with the flood tides. Saluted the Commodore with 13 Guns , which was returned with 9.

W.Gwathmey

From 4 to 8 light southerly airs and clear. At 5.30 cast the boats, shortened sail and came to 18 fathoms water with larb anchor. Rat Island bearing [illegible] Sugar Loaf South , Gloria Church S.W. . The U.S. Frigate Raritan , Congress & Constitution Exchanged our Messenger Boat for the *Congress* Life Boa. Called all hands and unmoored Ship. Catted & Fished the starb Ancho, and hove in 40 fathoms on the larb chain, the Raritan made signal 1049 crossed the topgallant and Royal Yard. Passed Midshipman R.A. Knapp & Mid A.F. Warley came onboard as passengers to the United States. ⁸⁰

J.B. Randolph

From 8 to Midnight light airs and clear.

L.B. Avery

From Midnight to 4 calm and clear.

W.Gwathmey

From 4 to 8 light airs and clear, weighted the Launch's mooring, and brought her alongside. At 9.45 Raritan made signal 1030 hove up the larb anchor and made sail to Royals & flying jib, the U.S. Ship 's *Congress* , *Raritan* and Brig *Bainbridge* with the French Corvette got underweight at the same time, and stood out for Sea. Launch, 1st 2nd 3rd & 4th Cutters ahead towing.

J.B. Randolph

From 8 to Meridian light variable airs, at 830 cast off the boats. At 9 stowed & secured all boat. Stowed all the steeringsail gear and bent the Maintopmast steering sails, Maintop & Topgallant

staysails until Meridian standing out of the Harbor. The *Bainbridge* abeam, the *Congress*,
Raritan & French Corvette *Coquette* astern.

L.B. Avery

Ships Draft Forward 20 ft. 8 inches

Aft 23 2

Sick Report 14

**Log Book of the U.S. Frigate United States C.K. Stribling Esq. Captain
Rio De Janerio, Brazil
Sunday August 18^h 1844**

Commenced with light southerly breezes, and cloudy weather. Mr. Lima the Brazilian Minister left the Ship under a salute of 13 Guns which was returned by the Brazilian frigate. At 3 moored Ship with 70 fathoms on the larb. and 60 fathoms on the starb. cable, with an open hawse to the S^d. W^d.

L.B.Avery

From 4 to 8 Calm and cloudy . At Sunset Mustered the crew at Quarters.

L.B.Avery

From 8 to Midnight light airs from S^d.W^d. and Cloudy weather.

W.Gwathmey

From Midnight to 4 calm light airs from the S^d.W^d. and cloudy Weather.

F.Windslow

From 4 to 8 Calm and clear. U.S Stone Brig *Pioneer* and an American Whaler went to sea.Rec^d fresh provisions for the Crew.

L.B.Avery

From 8 to Meridian light airs, from S^d.W^d. and clear. At 10 Lieutenant Jno. Randolph reported for duty.⁸¹ At 10.30 Beat to Quarters and inspected the crew. At 11 performed the Divine Services.

W. Gwathmey

Sick Report 14

Log Book of the U.S. Frigate United States C.K. Stribling Esq. Captain
Rio De Janerio, Brazil
Monday August 19th 1844
[Chapter 54]

Commenced with and until 8 light variable breezes and cloudy weather. Sent Liberty men on shore on board the different Ships of the Squadron. At Sunset mustered the crew at Quarters and read prayers.

F. Winslow

From 8 to Midnight light airs from the N..W. and cloudy with lightening to the W.

J.B. Randolph

From Midnight to 4 light Northerly airs with rain.

L. B. Avery

From 4 to 8 light airs from N. and Cloudy with rain. At 6 the U.S. Ship *Cyane* got underweight Sent the 1st and 2nd Cutters to assist in towing her out. At 7 the Neapolitan Frigate *Eurydice* got underweight and stood out to Sea. Sent the Whale and messenger boats to tow her out. Rec^d fresh provisions for the crew.

F. Winslow

From 4 to Meridian light breezes from the N^d. W^d. with showers of rain Boatswain and Gunners employees squaring ratlines of Lower Rigging. At 11 the Flag Ship made signal 927 called all hands and loosed sail to dry. Act Master B.S. Gantt reported for duty. At 9 Quarters and Prayers.

J.B. Randolph

From 8 to Meridian light airs, from S^d.W^d. and clear. At 10 Lieutenant Jno. Randolph reported for duty. At 10.30 Beat to Quarters and inspected the crew. At 11 performed the Divine Services.

W.Gwathmey

Sick Report 15

I Hereby certify that the within Log from June 8th to August 19th 1844 inclusive is a true copy of the Rough Log of the Ship and do this day transfer the same to my Acting Master B. S. Gantt.

Francis Winslow Act Lieut.

Appd. *C. K. Stribling*
Captain (acting)

=====

**Log Book of the U.S. Frigate United States C.K. Stribling Esq. Captain
Rio De Janerio, Brazil
Saturday August 24th 1844**

Commenced with light breezes from the S and clear. At 1 Commodore Turner visited the Ship. Saluted him with 13 Guns. Transferred Thomas Brown Sea to the *Raritan*. Received on board from the U.S. Brig *Bainbridge* W^m McGraw Ld and W^m Ingle 1st Class Boy. Called all hands to witness Punishment & Punished Daniel Olvis B M for drunkenness & Insolence, Jno Rhineman "Sea" for drunkenness and fighting and Edw. Dougherty "O.S." for disrespect and drunkenness, with 12 lashes of the cats each. At 3 the Austrian Minister visited the Ship, on leaving saluted him with 17 guns. Rec^d on board in the Pursers Dept., 6 Barrels & 20 Kegs of Pickles. At 4 cleared hawse.

J.B. Randolph

From 4 to 8 fresh breezes and clear. Exchanged our Messenger Boat for the *Congress* Life Boat. Called all hands and unmoored Ship, Catted & Fished the starb Anchor, and hove in 40 fathoms on the larb. Chain. The *Raritan* made signal 1049 crossed the topgallant and Royal Yard. Passed Midshipman R.A. Knapp & Mid A.F. Warley came onboard as passengers to the United States.

J.B. Randolph

From 8 to Midnight light airs and clear.

L.B. Avery

From Midnight to 4 calm and clear.

W.Gwathmey

From 4 to 8 light airs and clear, weighted the Launch's mooring, and brought her alongside. At 9.45 Raritan made signal 1030 hove up the larb anchor and made sail to Royals & flying jib, the U.S. Ship 's Congress , Raritan and Brig Bainbridge with the French Corvette got underweight at the same time, and stood out for Sea. Launch, 1st 2nd 3rd & 4th Cutters ahead towing.

J.B. Randolph

From 8 to Meridian light variable airs, at 830 cast off the boats. At 9 stowed & secured all boat. Stowed all the steeringsail gear and bent the Maintopmast steering sails, Maintop & Topgallant staysails until Meridian standing out of the Harbor. The Bainbridge abeam, the Congress, Raritan & French Corvette Coquette astern.

L.B. Avery

Ships Draft Forward 20 ft. 8 inches

Aft 23 2

Sick Report 14

=====

**At Sea
Tuesday August 27th 1844**

Commences with light breezes and cloudy with rain, set Froe& Main topgallant sails at 1 tacked ship to S & E at 2 turned a reef out of the Mitzentopgallant sail, at 3 Two sails in sight out of the W Quarter, at 4 lost sight of them, the light house on Cape Frio⁸², bore N.W. land in sight on lee bow beam.

J.D. Randolph

From 4 to 6 light breezes and thick cloudy weather, with rain at 5 Cape Faro, insight bearing NW by W.

L.B.Avery

From 6 to 8 Moderate breezes and cloudy with rain, at 1.30 discovered and ahead, tacked to the S , at 8 Cape Frio bearing West . North beacon Point of land insight north.

F. Winslow

From 8 to Midnight first part moderate calm latter part light variable airs and cloudy weather, at 10.30 braced in hauled down Jib turned the reefs out Fore and Mainsails hauled up weather clew of Mainsails hoisted Foretopmast staysail , & crossed Fore & Main Royal Yards at 10.30 braced up and boarded Maintack at 12 Cape Frio light bore WSW during the watch a heavy swell from the S

J.B. Randolph

From Midnight to 4 first part light baffling airs & calm, a heavy swell setting us into land at 1 got soundings in 40 fath[oms]. at finding the ship setting into land and shoaling her water to 18 faths got the stream anchor, over the bows & bent the Cable at 2.30 a light breeze springing up from the SW made all sail on starb. tack at 4 Cape Frio bore SW distance about 10 miles extreme Northern Point of Land in sight NNE nearest land distance about 6 mile two sail in sight windward.

L.B. Avery

From 4 to 8 light variable breezes, first part with rain, latter part clear & pleasant at 4.30 wore ship to the S took in Royals and hauled up Mainsail. At 7 Henry Williams "Capt. Cook" departed this life.⁸³ Set the flying jib. Mainsail Royals & all staysails to meridian moderate breezes and passing clouds set the starb. mainmast, steering sails. At 8 Cape Frio bore WSW from W North Point in sight.

F. Winslow

From Meridian light breeze & clear at 9 mustered the Crew At Quarters read prayers. Ship to N at 10 furled Royals. Punished Abram Spea "O.S." with 9 lashes for disobedience of orders & disrespect. Geo Beatty "O.S." with 9 lashes for drunkenness and fighting, Geo Clark "O.S." Geo Martin "O.S." Jno Mountain "O.S." with 9 lashes each of the Cats for being drunk on duty & Jno. Parker "O.S." with 9 for disobedience of orders. ⁸⁴Tacked to N unbent the stream cable got the anchor onboard, land 3 miles distance on the weather beam.

J.B. Randolph

Water on Hand 46.200 galls Beef 61blls
Extended 450 Ex 2 "

Remaining 45.750 Rem 59

=====

At Sea
Wednesday August 28th 1844

Commences with light breezes and clear weather, at 12.30 HBM Brigantine *Dolphin* standing with us under all sail & about two miles distant dead to windward, bore North at 2.30 she bore NW at 3 tacked N at 3.30 the *Dolphin* tacked at 4 *Dolphin* 3 Points on the lee bow unbent Mizzen topsail and bent another.

LB Avery

From 4 to 6 light moderate breezes and pleasant, at 5 called all hands bury the Dead., half-mast the colours, read the burial service and committed t to the Deep , the body of Henry Williams “Capt.’s Cook” At 5.30 mustered the crew at Quarters and read prayers. At 6 the *Dolphin* bore two Points on the lee bow Cape Frio per compass SW Island under our lee and WNW and Land ahead N by W .

F. Winslow

From 6 to 8 Moderate breezes and cloudy with rain, at 7 tacked furling Royals Land insight on the Quarter, bearing W by S

J.B. Randolph

From 8 to Midnight moderate breezes and passing clouds, at 9.30 lost sight of Land at 10 hauled down & stowed flying jib, and set the Foretop staysails first part moderate calm latter part light variable airs and cloudy weather, at 10.30 braced in hauled down Jib turned the reefs out Fore and Mainsails hauled up weather clew of Mainsails hoisted Foretopmast staysail , & crossed Fore & Main Royal Yards at 10.30 braced up and boarded Main tack at 12 Cape Frio light bore WSW during the watch a heavy swell from the S

L.B.Avery

From Midnight to 4 first part moderate breezes and pleasant latter part squally with rain at 2 furlled the top gallant sails. Single reefed the topsails and sent down the Royal Yard at 2.30 hauled up the Main sail and braced up the Spanker A squall at and reset the Mainsail hauled down the Foretopmast staysail.

F. Winslow

From 4 to 8 fresh breezes and clear, set the Foretopmain stay sails of Fore & Main topgallant sails. Parted the jib Pendant, hauled down the sail and bent another, reset the jib, at 5.30 tacked to the N at 7 tacked to S& E and at 7.30 to the N.

J.B. Randolph

From 8 to meridian fresh breezes and cloudy, at 10. Tacked to the S & E at 9 mustered at Quarters and read prayers. t breeze & clear Ship to N at 10 furlled Royals.

L.B.Avery

Water on Hand	45.750 galls	Pork	48 bls
Extended	450	Ex	2 “
Remaining	45.300	Rem	46

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Log Book of the U.S. Frigate United States, C.K. Stribling Esq Captain

At Sea
Monday September 16th 1844

Commences with light breezes and clear, hauled up weather clew of mainsail.

L.B.Avery

From 4 to 6, moderate breezes clear and pleasant weather , hoisted flying jib, and topgallant staysails, and maintopmast steeringsail & topsails to a squall.

W.Gwathney

From 6 to 8 fresh to moderate breezes and cloudy at 6.10 hoisted the jib at 7 rain , furlled the Royals & hauled down the flying jib, at 7.30 light airs and passing clouds braced in, set Royals

starb lower and topgallant steering sails , hauled up the jib , hauled down the main topgallant steering sails and hauled up the weather clear of the Mainsail and hauled up the Spinnaker

F Winslow

From 8 to midnight Moderate breezes and pleasant at 8.15 took in lower steering sail braced up [illegible] Lowered steering sail jib & flying jib and Mainttopforemast stay sail.

J. B. Randolph

From Midnight to 4Moderate breezes and passing clouds at 12.30 set the starb lower steering sail At 3 hauled down all fore & aft sails braced in.

L.B. Avery

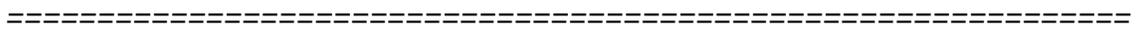
From 4 to 8 Moderate breezes and pleasant set the Maintopmast and topgallant stay sails with flying jib.

F Winslow

From 8 to Meridian, moderate breezes and pleasant at 9 mustered at Quarters & read prayers. Hauled flying jib Punished - O. F. Dean: "Sea" with 12 lashes with cats, for disobedience of Orders. J. Holland with 8 lashes for disobedience of Orders, N. O' Donnell 8 lashes for abuse to the B. Mate and David Foster 8 do. for insubordinate conduct. At 11 the wind drawing aft, took in all Fore & Aft sails braced well and in, and set larb Mainforemast & topgallantsteering sails, at 11.40 set the larb lower steeringsail and prepared the Foresail

W. Gwathney

Water on Hand	37.550 galls	Pork	32 Bshls.
Extended	450	Ext	2
Remaining	37,100	Rem	32



Log Book of the U.S. Frigate United States, C.K. Stribling Esq Captain

At Sea
Wednesday September 18th 1844

Commences with moderate breezes and pleasant weather.

F Winslow

From 4 to 6 moderate breezes and pleasant weather, at 5 braced up Mainsail set flying jib, at 6 took in lower and maintopmast steering sails.

J.B. Randolph

From 6 to 8 moderate breezes and clear, set the starb lower and maintopmast steering sails Mustered the crew at Quarters and read prayers.

W.Gwathney

From 8 to midnight first part moderate breeze clear and pleasant weather at 10.30 wind hauling forward, braced up, took in lower and mainsteering sail, bound mainsail and set the jib at 11.30 wind breaking and squally appearances, furled Royals in topgallant sails, hauled down and stowed flying jib& topgallant sail during the watch squally with lightening and rain.

L.B.Avery

From midnight to 4 Moderate breezes and squally, made & reduced sail as necessary.

W.Gwathney

From 4 to 8 moderate breezes and squally with rain with same at intervals, at 5 Jno. M. Hopkins "Sea" departed this life, at 5.30.⁸⁵ Reduced sail to topsails and Foresail at 6 a squall made sail again at 8 braced in, hauled down staysails, jib & flying jib, up weather clue of mainsail and set lower topgallant sails

F Winslow

From 8 to meridian moderate breezes and passing clouds set the starb mainmast, steeringsail, unbent the flying jib for repairs, at 9 mustered the crew at Quarters and read prayers.

J.B. Randolph

Water on Hand	36.650	galls	Pork	30	blls
Extended	450		Ex	1	"
Remaining	3.200		Rem	29	

=====

At Sea
Wednesday September 19th 1844

Commences with moderate breezes with occasional shower of rain at 3.30 called all hands, and committed the remains of Jno. M. Hopkins "Sea" to the deep repaired and bent the flying jib.

W.Gwathney

From 4 to 6 moderate breezes and passing clouds.

W.Gwathney

From 6 to 8 moderate breezes and pleasant at sunset mustered the crew at Quarters and read prayers.

F.Winslow

From 8 to midnight moderate breeze clear and cloudy.

J.B. Randolph

From midnight to 4 Moderate breezes and squally, made & reduced sail as necessary.

L.B. Avery

From 4 to 8 moderate breezes clear and pleasant, at 7.20 set the flying jib & maintopgallant stay sail, loosed the Topsails to dry.

W.Gwathney

From 8 to Meridian moderate breezes and pleasant at 9 – mustered the crew at Quarters and read prayers, hauled down the flying jib.

J.B. Randolph

Water on Hand	36.200	galls	Pork	33	blls
Extended	450		Ex	2	“
Remaining	35.750		Rem	31	

Distance Run this day	180
Previously Run	77.483
Whole Distance Run	77.639

=====

Log Book of the U.S. Frigate United States, C.K. Stribling Esq Captain

**At Sea
Friday October 3 1844**

Commenced with light breezes and pleasant, at 1 tacked ship to S & E, and at 2 to the W. at 1 Land reported on the lee beam, at 4 set the Foremast & Foremaingallant steering sails, bent the chains, and cleared away the anchor.

F Winslow

From 4 to 6 light breezes and clear, braced in and set starb lower and top gallant sails and up weathered clew of Mainsail, at 5 discovered Land one point forward of the lee beam. Mustered the crew at Quarters and read prayers.

W.Gwathney

From 6 to 8 light breezes and clear pleasant weather at 7 set the Maintopgallant staysails & flaying jib. At 8 sounded 20 fths

L.B. Avery

From 8 to Midnight light breezes and clear at 9.30 discovered Lights bearing 3 points on lee bow. Passed several small sails, at 11.50 squared the Yards and set the larb topgallant sails

W.Gwathney

From Midnight to 4 Moderate breezes and pleasant weather at 1.30 hauled down all Fore & Aft sails set up Mainsail and set all larb steering sails at 2 discovered Cape Cod Light Bearing N.W at 4 Chattam Light out of sight Naset Light bearing SW abd Cape Cod Light W.N.W dist about 4 miles.

F. Winslow

From 4 to 8 light breezes and clear weather , took in all starb steering sails and braced round on starb rack, standing in for Boston Light house, set lee clew of Mainsail and spanker

L.B. Randolph

From 8 to Meridian, moderate breezes and pleasant standing up Massachusetts Bay. Made all drawing sail. Crew employed making preparations for port at 11.30 Rec^d a Pilot on Board. Hove to, to wait for the tide. Boston Light House, distance about 5 miles

L.B. Avery

Distance Run this day 139 + 4
Previously Run 79.332
Whole Distance run 79.471+4

Water on Hand 29.900 galls Beef 16 Bshls
‘ Extended 450 Ext 1
“ Remaining 29.450 Rem 15
Sick Report 12

=====

Log Book of the U.S. Frigate United States, C.K. Stribling Esq. Captain

Boston Mass
Friday October 4th 1844
[Chapter 93]

Commenced with fresh breezes from the E and passing clouds laying off the Harbour, at 2.15 Ship standing in for anchor, at 3.35 let go the starb anchor, in 5 fths water parted the cable in bringing up, let go the starb. anchor in 6 fths water, off the Navy Yard, furlled sails, hoisted out the boats & sent on shore all men whose times had expired.

L B Avery

From 4 to 8 moderate breezes and raining send down Royal Yards, Moored Ship with starb. cable to Mooring Bouy.

W. Gwathney

From 8 to midnight fresh breezes from the E with occasional showers.

J.B. Randolph

From midnight to 4 moderate breezes from S & W with occasional rain.

W. Gwathney

From 4 to 8 moderate breezes N & W and cloudy with rain

L.B. Avery

From 8 to Meridian, moderate breezes from the S& E and rainy weather, at 10 Called all hands and mustered the crew. Launch & 1st Cutter Grappling for the Chain.

F. Winslow

Sick Report 13

=====

Log Book of the U.S. Frigate United States, C.K. Stribling Esq. Captain

Boston Mass
Sunday Oct.13th 1844
[Chapter 93]

Commences with and until 8 P.M. Light breezes from the Eastward and Cloudy
Crew employ^d shifting ship and breaking out Hold and Spirit Room.

L.B. Avery

From 8 to Midnight Calm and Clear.

J. B. Randolph

From Midnight to 4 Calm and Clear.

W. Gwathney

From 4 to 8 light breezes from the North S.E.

F. Winslow

From 8 to Meridian light airs and Clear Weather.

J. B. Randolph

=====

Boston Mass
Monday Oct.14th 1844
[Chapter 93]

Log Book of the U.S. Frigate United States, C.K. Stribling Esq. Captain

Commences with and until 8P.M. Light breezes from the Eastward and Clear.

J.B. Randolph

From 8 to Midnight light Airs and Cloudy Weather. .

L. B. Avery

From Midnight to 4 Calm and Clear.

W. Gwathney

From 4 to 8 light Calm and Clear Commences closing out the Main Hold.

J.B. Randolph

From 8 to Meridian light airs from the N^d. & S^d and Cloudy. Crew employ^d gathering planks and clearing the ship for Dock. .

L. B. Avery

Completed braking out & cleaning the ship Paid off her crew & turned over to the officers of the Yard.

L. B. Avery

I certify that the within log from the 19th of Aug 1844 to the 14th of Oct 1844 inclusive is a true copy.

B. Steward Grant
Acting Master

ENDNOTES

¹ Melville, Herman *White Jacket or the World in a Man-of-War* G. Thomas Tansselle editor Library of America :New York 1983

² Parker, Hershel *Herman Melville A Biography Volume 1, 1819 -1851* The Johns Hopkins University Press: Baltimore 1996p.27.

³ Parker, p. 271.

⁴ Robertson–Lorant, Laurie *Melville : a Biography*.Clarkson N. Potter: New York, 1996, p.129.

⁵ National Archives and Records Administration microfilm roll T-829, Roll 446; Logs of *USS UNITED STATES*, Aug. 1843 – Oct 1844.

⁶ Anderson, Charles Roberts, *Melville in the South Seas*, Dover: New York, 1966, p.420.

⁷ Log Books of the U.S. Navy at the National Archives <https://www.archives.gov/research/military/logbooks/navy.html> accessed 27 September 2017

⁸ Brodine, Charles E, Crawford, Michael, and Hughes, Christine. *Ironsides!: The Ship, the Men and the Wars of the USS Constitution.*,Fireship Press, 2007,p.66.

⁹ Brodine *Ironsides!* p.67.

¹⁰ Brodine, *Ironsides!* p.68.

¹¹ Gale, Robert L. *A Herman Melville Encyclopedia* Greenwood Press: Westport, 1995 p.407.Alexander Murray served from 22 Aug 1835 until his retirement with the rank of rear admiral 26 April 1876. Murray died 10 Nov

1884. *Officers of the Continental and U.S. Navy and Marine Corps, 1775-1900*
<http://search.ancestry.com/search/db.aspx?dbid=1069>

¹² Avery, Latham B . Midshipman, 19 December, 1831. Passed Midshipman, 15 June, 1837. Lieutenant, 8 September, 1841. Dropped 28 September, 1855. See also Carl Edmund Rollyson, Lisa Olsen Padock and April Gentry *A Critical Companion to Herman Melville: A Literary Reference to his Work* Facts on File Press 2006, p. 254.

¹³ Anderson, p.364.

¹⁴ Gale, Robert L. , p70.

¹⁵ USS *United States* log entry for 29 May 1844. "Received on John J. Chase a deserter from the USS St. Louis with particular request to Comm[odore]Jones from the Peruvian Admiral (in whose service he had shipped) that he might be pardoned which was complied with by Com Jones.

¹⁶ Parker, p. 271.

¹⁷ Parker, p. 293.

¹⁸ Edward Fitzgerald to A.P. Upshur 18 October 1841, Secretary of the Navy Letters Received, National Archives and Records Administration Record Group 45 and Parker, p.293.

¹⁹ *The New Cambridge Companion to Herman Melville* Cambridge University Press, 1998 edited by Robert S. Levine, pp.61-64.

²⁰ Wright, Nathalia (1972). "Herman Melville." *Eight American Authors: A Review of Research and Criticism.*, edited by James Woodress. New York: W.W. Norton & Company Inc.p.211-212.

²¹ In April 1851 Judge Lemuel Shaw in a similar case refused to release, fugitive slave Thomas Sims, on *habeas corpus* grounds. Although Shaw strongly opposed slavery he felt bound by the Constitution and the law, the newly passed 1850 Fugitive Slave Act which required states and local governments to cooperate in the capture of escaped slaves. Robertson – Lorant, pp.282 -283.

²² The court, Judge Shaw presiding, came to the result that "Lucas was not lawfully enlisted under the laws of the United States; nor did his going voluntarily on board the frigate with his master; make the enlistment a voluntary one, because a slave can give no consent. Lucas was entitled to his discharge from the United States, as not lawfully enlisted. Then he was here not as a runaway, but in consequence of the voluntary act of his master; and there was no law authorizing his restraint. The result was that the slave was entitled to go where he pleased, in freedom". Boston *Courier* 17 October 1844, p.1.

²³ In addition to Melville recollections of the frigates library, I have included some titles mentioned by Hershel Parker, pp.267-268.

²⁴ Erik Hage *The Melville Companion* , p.97.

²⁵Robertson – Lorant, p.117.

²⁶ Valle, James E. *Rocks and Shoals Naval Discipline in the Age of Fighting Sail* Naval Institute Press: Annapolis,1996, p.61. See also Naval History and Heritage Command *Brief History of Punishment by Flogging in the U.S. Navy* <https://www.history.navy.mil/research/library/online-reading-room/title-list-alphabetically/b/brief-history-punishment-flogging-us-navy.html>

²⁷ Brodine, *Ironsides* p.79.

²⁸ *Journal of a Cruise to the Pacific Ocean 1842-1844, In the Frigate United States with Notes on Herman Melville.* Charles Roberts Anderson editor, Duke University Press: Durham 1937, p.8.

Parker, pp. 78 and 262. . The Department of the Navy as a result of Congressional demand compiled statistics for flogging in during the years 1846 -1847. The Department reported 5, 036 floggings had been administered on sixty ships during the two years. This averages out to roughly fifty flogging per ship, per year or four per month. In comparison the frigate *United States* over a fourteen month period, had 163 floggings for an average of eleven per month.

²⁹ *Journal of a Cruise*, p. 188 endnote 30.

³⁰ For corporal punishment of boys or young apprentices, a lighter model was made, the reduced cat, also known as boy's cat, "the kittens" that had only five tails of smooth whip cord. The distinction between the cat and the kittens was the latter was not supposed to tear flesh. If formally convicted by a court martial, however, even boys would suffer the punishment of the adult cat. Pietsch, Roland *The Real Jim Hawkins: Ship's Boys in the Georgian Navy* Seaforth Publishing: Great Britain 2011.

³¹ McKee ,Christopher *A Gentlemanly and Honorable Profession the Creation of the United States Naval Officer Corps 1794-1815* U. S. Naval Institute Press: Annapolis MD 1991,pp 233-254. Pinker, Steven *The Better Angels of Our Nature Why Violence Has Declined* Viking Press: New York 2011,p.177

³² "Mr. Dana said he wished to add his testimony to the fact that this horror of the gangway, the lash, prevented many men from engaging in the service of the mercantile marine His friend Herman Melville, had expressed the same sentiment, and he had no hesitation in saying that more men had been killed at the gangway than at the guns. Many persons who at first expressed doubts on the expediency of the abolition of the lash, had since acknowledged they were in error, and that favorable results had followed from it. He confessed he was somewhat doubtful on the subject of carrying the act into immediate effect, but he whom he had the honor to address was a man of more faith, and he had now the satisfaction of realizing all that he could have anticipated. As the organ of the sailors who tendered to him this evidence of their respect, he entreated that among the triumphs which may yet await him, he would not forget this, their humble testimonial." *Boston Daily Atlas*, October 14, 1853 see blog, "Melvilliana the world and writings of Herman Melville", May 27, 2014 <http://melvilliana.blogspot.com/search?q=US+Navy>

³³ Erskine, Charles *Twenty Years before the Mast*, R.R.Donnelley & Sons, 2006, p.21.

³⁴ Nishiura, Toru, "The Description of the Characters in Herman Melville's *White-Jacket, or The World in a Man-of-War*" (2005).Theses Dissertations and Capstones.Paper 739.
<http://mds.marshall.edu/cgi/viewcontent.cgi?article=1756&context=etd>

³⁵ *Journal of a Cruise*,p.77.

³⁶ *White Jacket* p. 712.

³⁷ Anderson, p.414.

³⁸ Parker, p.425.

³⁹ Hardwick, Elizabeth Melville in Love New York Review of Books, 15 June 2000

⁴⁰ *Journal of a Cruise*,p.123 , note 12.

⁴¹ Brodine, *Ironsides!* p. 60.

⁴² Parker, p.181.

⁴³ Anderson, p.489.

⁴⁴ Commodore Thomas ap Catesby Jones, Midshipman, 22 November, 1805. Lieutenant, 24 May, 1812. Master Commandant, 28 March, 1820. Captain, 11 March, 1829. Reserved List, 13 September, 1855. Died 30 May, 1858. Jones has reputation for severity, and was brought up on a court-martial in 1850. He was found guilty on three counts mostly related to "oppression" of junior officers. Jones was relieved of command for two and a half years. In 1853, President Millard Fillmore reinstated him and in 1858, the United States Congress restored his pay. Gene A. Smith, *Thomas ap Catesby Jones, Commodore of Manifest Destiny*. Annapolis, MD: Naval Institute Press. 2000

Armstrong, James. Midshipman, 15 November, 1809. Lieutenant, 27 April, 1816. Master Commandant, 3 March, 1825. Captain, 8 September, 1841. Commodore, Retired List, 4 April, 1867. Died 25 August, 1868.

⁴⁵Gwathmey, Washington. Midshipman, 21 July, 1832. Passed Midshipman, 23 June, 1838. Lieutenant, 28 June, 1843. Dismissed 17 April, 1861.

⁴⁶ Avery, Latham B., AKA "Mad Jack" Midshipman, 19 December, 1831. Passed Midshipman, 15 June, 1837. Lieutenant, 8 September, 1841. Dropped 28 September, 1855. See also Carl Edmund Rollyson, Lisa Olsen Padock and April Gentry *A Critical Companion to Herman Melville: A Literary Reference to his Work* Facts on File Press 2006, p. 254.

⁴⁸ Key, Henry H. Midshipman, 10 September, 1841. Resigned 2 May, 1848

⁴⁹ Winslow, Francis. Midshipman, 8 July, 1833. Passed Midshipman, 8 June, 1839. Lieutenant, 24 November, 1844. Commander, 6 May, 1862. Winslow died 26 August, 1862.

⁵⁰ In "A Flogging", (chapter 33) Melville, changed this brutal scene from 19 August 1843 in Honolulu to sometime later when the frigate was at sea. He also changes the names of the crewmen punished to John, Peter, Mark and Antone and the charge from drunkenness to fighting. "Antone, the Portuguese" is clearly based on his recollection of Antonio Guavella.

⁵¹ Lee bow, the bow side with the wind blowing toward it.

⁵² Melville describes his introduction to the "Articles of War." He writes (chapter 70) of the twenty enumerated offenses which are penal thirteen are punishable by death." He emphatically objects "As, month after month, I stand bareheaded among my shipmates, and hear this document read, I have thought to myself, well, well White – Jacket you are in a sad box indeed."

⁵³ Skulking, keeping out of sight, avoiding duty.

⁵⁴ Conly Daugherty Seaman died 23 September 1843 died of heart t disease." *Journal of A Cruise*, p.72

⁵⁵ "In furling the Mz topsail Jas Craddock sea[man] fell from the yard and struck on the starb horse block smashing it and breaking and arm & leg. His fall was caused in consequence of the bunt jigger parting from the sail. It was not fitted properly in the first place being merely French Senet stitched on the sail, very lightly. He was leaning over the yard gathering up the sail when this parted allowing the sail to drop suddenly pitching forward of the yard." Midshipman William H. Wilcox quoted in Parker, p. 276.

⁵⁶ Secretary of State Hugh Swinton Legare 1797 -1843.

⁵⁷Commodore David Porter 1 February 1780 – 3 March 1843 was an officer in the United States Navy in the rank of captain and the honorary title of commodore. Porter commanded a number of U.S. naval ships, including the famous USS *Constitution*. He saw service in the First Barbary War, the War of 1812 and in the West Indies. On 2 July 1812, Porter hoisted the banner "Free trade and sailors' rights" as captain of the USS Essex. See Daughan, George C. *The Shining Sea: David Porter and the Epic Voyage of the U.S.S. Essex during the War of 1812* Basic Books; 2013

⁵⁸ Alex Windsor was another repeat offender having been punished with 6 lashes with the cats for insubordinate conduct on 31 May 1842 and again 1 January 1844 with 12 lashes for smuggling liquor. .

⁵⁹ Lloyd Hopkins Seaman had been previously punished on 28 May with 12 lashes for neglect of duty 31 May 1842 for insubordination and again on 29 October 1842 with 12 lashes for disorderly conduct.

⁶⁰ Lardner, James L. Midshipman, 10 May, 1820. Lieutenant, 17 May, 1828. Commander, 21 November, 1851. Captain, 19 May, 1861. Commodore, 16 July, 1862, Retired List, 20 November, 1864. Rear Admiral on Retired List, 25 July, 1866, Died 12 April, 1881.

⁶¹ Lardner, James L. see end note 60..

⁶² Asbury Mitchell "O.S." was a repeat offender , see 3 and 10 January 1844 and 2 and 3 July 1844.

⁶³ Lardner, James L. see end note 60

⁶⁴ Lardner, James L. see end note 60..

⁶⁵ Lardner, James L. see end note 60

⁶⁶ Goodwin Hynerman "O.S." had been previously disciplined on 13 January 1844.

⁶⁷ Lieutenant Daniel French Dulany 1 April 1828 dropped 28 February 1855.

⁶⁸ William A. Nelson Assistant Surgeon, 9 December 1839 – 21 November 185, later Surgeon , resigned 1858.

⁶⁹ David Roberts "O.S." was a repeat offender punished again 19 and 30 January 1844 for drunkenness and fighting.

⁷⁰ The quintal is a historical unit of mass in many countries which is usually defined as 100 base units of either pounds or kilograms.

⁷¹ James Wilson "O.S." was previously disciplined for drunkenness on 16 January 1844.

⁷² William Moore "O.S." was previously disciplined for gambling on 12 January 1844.

⁷³ Naval grog was mixed and distributed from a tub which was typically a large barrel. While this entry is unclear, Seaman Beaty was attempting either to double the ration or the strength of the grog. In 1848 Department of the Navy began to report to the Congress quarterly on the punishments awarded to enlisted personnel. Doubling the grog tub is noted in Quarterly Report of Persons Punished on board the U.S. Frigate *United States*, November 18, 1847-February 18, 1848 when the offense was punished with 12 lashes in each instance. Records of the U.S. Senate, National Archives and Records Administration see Archivist of the United States blog dated 18 July 20 11

<https://aotus.blogs.archives.gov/2011/07/18/grog-and-flog/>

⁷⁴ Louis Phillippe King of France born 6 October 1773 died 26 August 1850 reigned from 1830 to 1848.

⁷⁵ Ralph W. Emerson Ordinary Seaman, died 26 April 1844 age 24 cause of death “Inflammation of the Bowels” *Journal of A Cruise*, p.77.

⁷⁶Midshipman William Sharp 9 Sep 1841, 10 Aug 1847, 15 Sep 1855, 15 Sep 1855 Midshipman, Passed Midshipman, Master, Lieutenant.

⁷⁷ Cornelius K. Stribling Midshipman, 18 June, 1812. Lieutenant, 1 April, 1818. Commander, 28 January, 1840. Captain, 1 August, 1853. Retired List, 21 December, 1861. Commodore on Retired List, 16 July, 1862. Rear Admiral, Retired List, 25 July, 1866. Died 17 January, 1880. .

⁷⁸ Josiah Faxon Sailmaker died 30 June 1844 cause of death “Inflammation of the lungs” *Journal of A Cruise*, p.77.

⁷⁹ Midshipman Frederick P. Baldwin 30 September 1841 Dismissed 6 June 1845.

⁸⁰ Midshipman Robert A. Knapp, Passed 7 Dec 1837, 29 Jun 1843 and Midshipman Alexander F Warley 17 Feb 1840, 11 Jul 1846, 1 Mar 1855, 14 Sep 1855

⁸¹ Lieutenant John B. Randolph, Midshipman 11 June 1833 Lieutenant 29 May 1846 died 20 July 1854.

⁸² Cabo Frio (Cold Cape) is a Brazilian municipality in Rio de Janeiro state, founded by the Portuguese on November 13, 1615.

⁸³ Henry William, Captain’s Cook age 32, died August 27, 1844 of “consumption of the lungs” tuberculosis see *Journal of A Cruise*,p.77.

⁸⁴ John Parker Seaman had previously been disciplined 16 January 1844 for smuggling liquor.

⁸⁵ John Hopkins Seaman, age 31 died 18 September 1844 cause of death “apoletic” *Journal of A Cruise*, p.77.