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## **Charles Francis Hall's Expedition Diary Volume III, First Expedition August 1860 - November 1860**

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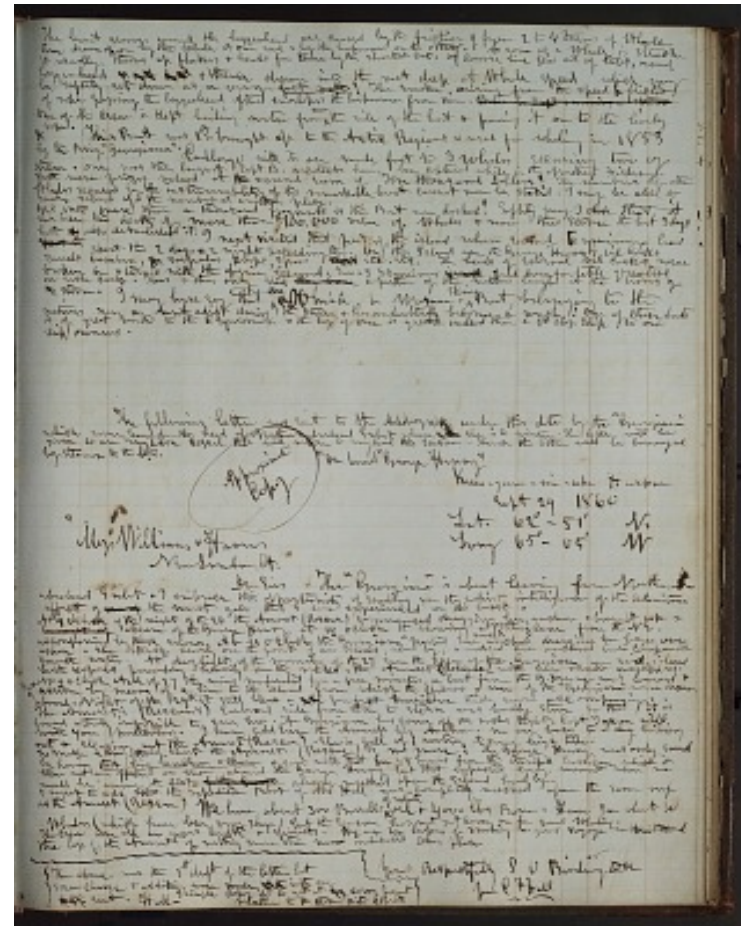
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The burnt grooves around the loggerhead are caused by the friction of from 2 to 4 turns of Whale line drawn upon by the whale at one end & by the harpoon on the other. As soon as a Whale is struck it usually throws up flukes & heads for China by the the shortest cut. Of course line flies out of tubs, around loggerhead ~~[[striketthrough]]~~ & out into ~~[[striketthrough]]~~ & thence down into the vast deep at Whale speed which may be swiftly set down as a very fast rate ~~[[/underlined]]~~! The smoke, arising from the speed & friction of rope passing the loggerhead often envelopes the harpooner from view. ~~[[striketthrough]]~~ Water is kept ~~[[pouring?]]~~ a stream ~~[[striketthrough]]~~ One of the crew is kept bailing water from <sup>^</sup>~~[[over]]~~ the side of the boat & pouring it on to the lively rope. ~~[[striketthrough]]~~ ~~[[?]]~~ ~~[[striketthrough]]~~ This Boat was 1 [[underline and superscript]] st [[underline and superscript]] brought up to the Arctic Regions & used for whaling in 1853 by the Brig "Georgiana". Cudlargo with its men made fast to 3 whales securing two of them. One was the largest Capt B. recollects having been captured while in the Northern Fishery. Both were prizes valued at the round sum of Ten thousand Dollars! The numbers of other Whales secured by the instrumentality of this remarkable boat cannot now be stated. I may be able to make record of the number at another place. Yes into more than a thousand fragments is this Boat now dashed! ~~[[Safely?]]~~ may I state that it has been the death of more than \$100.000 value of Whales & now the storm the last 3 days hath ~~[[striketthrough]]~~ as ~~[[striketthrough]]~~ also demolished it. I next visited that part of the island where several Esquimaux had ~~[[striketthrough]]~~ spent the ~~[[striketthrough]]~~ spent the 2 days & 2 nights preceeding this. On this island were the George Henry's oil casks Barrels lumber, ~~[[striketthrough]]~~ ~~[[?]]~~ ~~[[striketthrough]]~~ surplus Hoops, spars ~~[[striketthrough]]~~ ~~[[?]]~~ ~~[[striketthrough]]~~ etc. etc. The heads of several oil casks were broken in & turned with the opening leeward. Two & 3 Esquimaux ~~[[striketthrough]]~~ ~~[[?]]~~ ~~[[?]]~~ ~~[[striketthrough]]~~ found comfortable quarters in each cask. Thus & thus only did ~~[[striketthrough]]~~ they base ~~[[striketthrough]]~~ a portion of the natives laugh at the terrors of the storm. I may here say that <sup>^</sup>~~[[an]]~~ Oomia, a woman's <sup>^</sup>~~[[skin]]~~ Boat, belonging to the natives near us went adrift during the storm & has undoubtedly become a wreck! One of their boats is of great worth to the Esquimaux & the loss of one is greater indeed than a 1st class ship to our ship owners.

The following letter was sent to the Addressed ~~[[striketthrough]]~~ ~~[[?]]~~ ~~[[striketthrough]]~~ under this date by the "Georgiana" which soon leaves for the head of Northumberland Inlet where she is to winter. The letter will be given to an English vessel that will return to England this season. Thence the letter will be Convoyed by steamer to the U.S. ~~[[encircled]]~~ Approximate Copy ~~[[encircled]]~~

"On board" "George Henry"  
Knei-gum-mi-uke to urban  
Sept 29 1860  
Lat. 62<sup>°</sup> - 51' N.  
Long 65<sup>°</sup> - 05' W  
"Mess Williams & Harris  
New London, Ct.

Dr. Sirs The "Georgiana" is about leaving for Northumberland Inlet. I embrace this opportunity of sending you the earliest intelligence of the calamitous effort of ~~[[striketthrough]]~~ ~~[[one of]]~~ ~~[[striketthrough]]~~ the worst gales that I ever experienced on this coast.



At 9 o'clock of the night of the 26 the Amaret (Rescue) commenced dragging her anchor & brought up & ~~brought up~~ brought up ~~abeam of the George Henry at 10 oclock it blowing a~~ <sup>perfect</sup> hurricane from the NE. accompanied by thick snow. At 11 o'clock the "Georgiana" parted her <sup>small</sup> anchor dragging her larger one ashore. She struck heavily on the point of an island, near by, & worried her anchor into comparative smooth water. At daylight of the morning of the 27 save the crew of the Georgiana on said island both vessels pounding heavily on the rocks, the Amaret (Rescue) - with her rudder unchipped. At 9 oclock AM of 27 the wind moderated for a few minutes, a boat from the G. Henry was lowered & <sup>sent</sup> astern by means of a line to the island from which the officers & men of the "Georgiana" were drawn aboard. Night of the 27th it still blew a ~~gale~~ a perfect hurricane thick snow accompanying. The Amaret's (Rescue's) larboard side from stern to stern was badly stove so that it is found utterly impossible to save her. The Georgiana has come off the rocks tight. Capt Tyson will write you particulars. I have sold him the Amaret's big Anchor. We are busy to-day bailing out & clearing out the Amaret (Rescue). She is, full of water at every high tide.

To make a long story short the Amaret (Rescue) is no more! The George Henry was only saved by having that big anchor & chain & even with that for 48 hours from the terrific hurricane which it blew not an officer or man aboard the George Henry but that expected every moment when we would be among the fleet ~~for the George~~ already wrecked upon the Island hard by.

I regret to add that the Expedition Boat of Mr Hall was completely wrecked upon the same reef as the Amaret (Rescue)  
We have about 300 Barrels <sup>of white</sup> oil & 4000 lbs Bone. Have seen about 30 Whales (which have been very sharp) but the season has not yet come on for good Whaling.

The crew are all in good health & spirits. We are in hopes of making a good voyage in <sup>the</sup> the loss of the Amaret if nothing more than <sup>indicated</sup> takes place

Yours Respectfully S O Budington  
per C F Hall <sup>enclosed</sup>

The above was the 1st draft of the letter but some change & additions were made ~~of it~~ in the one ~~letter~~ sent. Hall - I simple copy it to get at ~~every point relative to the storm~~ & its efforts  
<sup>enclosed</sup>

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