

Lee Mast which was done about 40 bbls. the wind died for a few moments and began to veer to the S.W. which brought the Ship in the trough of the Sea, which was tremendous heavy, we endeavoured to save the Salvage Boat, but the Whales junk got adrift and a number of empty Bells, which was business enough for all hands for a few minutes to secure them and set the Main Top-sail, one man got badly injured by a large rolling over him, we took him below for Dead, but he soon began to recover after bleeding him, about 4 P.M. the wind came on with redoubled violence if possible, since the M.E. sail up partly, when it blew away, at half past 4 P.M.

and I finally thought myself she was going she was then lying with her lee rail under and water running briskly down the fore Hatchway and Fore Castle Gangway, the Fore Hatch being previously washed off, I thought she would fill and go over in a few minutes, the Starboard Boat was then adrift hanging by one tackle blowing up and down sometimes on the cranes and some times nearly up to the Mizzen Top, until she got mowed nearly all to pieces, it was impossible to get a rope over her, in fact a man could not stand where the wind had a fair rake on him, about 5 P.M. All three Top-masts went about the same moment, and the Ship righted some, the Main and Mizzen Top-masts went 3 or 4 feet above the Cap, and the Fore Top-mast took part of the Fore Mast head with it, when the Masts went we scarcely heard a crash the wind blew so violently, at half past 5 P.M. the Bar began to rise and the wind began to veer to S.W. and moderate, but the tremendous heavy, the Ship had then righted so much that we could stand to the Pump and pump the Ship, by making ropes fast to ourselves to keep from getting washed over board, we had no sail to set but the Main Spencer and that with difficulty for the Main Top-mast Buckstays were lying across the Gaff, at 7 P.M. 29.00 and star light overhead rounded the pump and found 5 feet water in the hold, supposed there was about 20 feet, when commenced pumping but soon Pumped her out and found her to be light, at 9 P.M. 2 men on the end of the jib boom, fitting the jib so that we could hoist it up partly in case I should be necessary to wave, to clear the land which can't be far from us. She gave heavy Pitch which immersed them and broke the jib boom in the Cap, but fortunately the Men saved themselves, at Daylight Proby's Island bearing S.E. right ahead 15 miles distance, Commenced clearing the wreck and find we have lost all three Top G. Sails, jib, F. P. M. Stay-sail, M. Top-sail below the reef, & S. Sail nearly all gone and Main Sail badly torn, the 3 Top-masts are broken in 3 pieces each, Fore & Main Top Gallant Masts, and all three S. G. Yards broke, the head of the Foremast and jib boom broke, the lee side of the Fore & Mizzen Tops broke off smooth, and the lee side of the Main Top & badly sprung none of the standing rigging parted but some of it got badly chafed during the night after the masts went, and a considerable loss of running rigging most lost. - Cooks Galley and round house lost, 60 bbls. of oil & 4 bbls. of tallow & many other things to numerous to mention.

~~Thursday Dec 29th~~ ^{Friday Dec 30th} First part employed in clearing the Rigger and ~~striking~~ ^{raising} the broken spars from along side latter part employed in fitting a fore & Main Top-mast jib Boom, and some fitting Rigger &c. so ends with light winds from the S.E. and a heavy swell on the Ship a rolling Channels under, smooth in sight.

Saturday Dec. 31st. Commences with light winds from the S.E. and a heavy swell on heaving to the Northward under a Fore Sail, and Main Spencer, at 5 P.M. finished repairing the Main Sail, and set it, at half past 5 Do. saw 1 sperm whales, latter part all hands employed in fitting spars and Rigger, so ends.

Lat. 14° 33' S. - 18° 37' - Long.

Sunday Jan. 1st. First part light winds from the Eastward and fine weather heading to the Northward by the wind. All hands employed on the spars and Rigger, at 4 P.M. set up the Main Top-Mast, fine weather ends the Day with a heavy swell from the S.E. nothing more to be remarked.

Lat. 14° 10' S.

Monday Jan. 2nd. Commences with light winds from the S.E. heading to the Northward under the Fore and Main Sails, at 9 P.M. was ship, latter part all hands employed in Rigger Ship, so ends these 24 hours.

Lat. 14° 17' S.

Tuesday Jan. 3rd. All these 24 hours light winds from the S.E. heading to the Southward by the wind under under the Fore and Main Sails, First part employed in getting Rigger out the jib Boom, and sending up the Main Top Sail Yard, latter part employed in sending up the Fore Top-Mast, bending the Main Top-Sail, and jib &c.

Lat. 14° 50' S.

Wednesday Jan. 4th. Commences with light winds from the Eastward at 1 P.M. set the Main Top-Sail, at 8 Am bent the Fore Top-mast Stay-sail, and Fore Fore Sail, at 11 Do. saw a sail ahead set our Cougars half mast, but would not bring her to, so ends steering to the Southward by the wind, all hands variously employed about the rigging, at Meridian Proby's Islands bearing S.E. 8 mi. Dis.

Thursday Dec. 5th. Commences with light winds from the S.E. at 5 P.M. sent up the Fore Top-sail Yard, at 6 Do. set the Fore Top-Sail, at 10 Am. the Capt. lowered his Boat and went ashore at Proby's Island, and returned with 100 lbs. of tallow and 100 lbs. of sugar.