

Ship Com. Morris of New Bedford

Monday Nov. 28th

Came in with strong gales from the S.W. and squally weather. Ship steering S. by E. per compass with all prudent sail out at 7 A.M. saw the island of Flores bearing E. 1/2 S. E. per compass. Dist 10 miles - at 9 in passage between Flores and Larva - blowing strong in squalls concluded not to stop for refreshment but keep on for St. Michael - L. Obs. taken at 9 A.M. found 30 miles too far W. remainder of A.M. lying becalmed under the lee of Flores - at 12 M. took a breeze from the W. - stowed the four casks of oil that was on deck in the blubber room. In the P.M. fine breeze and a smooth sea - nothing in sight.

Tuesday Nov. 29th

Came in with strong gales from S and thick misty weather. Ship at daylight off the W. end of Fayal steering to the S. E. by the wind for St. Michael - The David hunting to the S. E. - at 9 1/2 were ship heading to the W. not being able to head up past the Isle of Pico - at 10 were back again the wind having veered a little to the W. - all the P.M. strong breezes from the S. steering down the south side of Pico - at 4 P.M. double reefed the topsails and furled the mainsail - Nothing more in sight.

On The North Atlantic Ocean

Wednesday Nov. 30th

Came in with a gale of wind and rain from the S.W. with very squally weather. Ship steering S. E. 1/2 S. E. with all prudent sail out, running for the Islands of St. Michael - at 10 A.M. very rainy at 10 saw the land. West end of the island bearing E. per compass Dist 4 miles - One sail in sight steering to the N.E. - In the P.M. very squally at 2 off the Breakwater at Ponta Delgada ran close in Pilot came alongside but would not come on board - was evidently afraid of being out all night. At dusk ship standing off shore - The weather growing weaker saw several vessels lying inside the breakwater - David Stephens is getting along quite well - Mr Foster 4th mate went below sick.

Thursday Nov. 31st

First part of the day light baffling air from the W. S.W. and quite fine weather. Ship well off shore and working to the W. there being a strong easterly current - at 11 1/2 Pilot came alongside but would not come in on board - but gave directions for running in - at 12 M. off the Breakwater at 12 1/2 came at anchor in 10 fathoms inside the Break. all the P.M. mooring ship and at dusk had her secure with two anchors ahead and two astern.