

Bark Millinnet of Dartmouth 1863

Wednesday February 4th 1863

this day begins with squally weather some snow loaded the Bark with coal this afternoon two hundred tons latter part ship already for sea wind N.W.

Thursday February 5th 1863

the twenty four hours commences with clear cold weather wind N.W. at 3 p.m. the crew came on board. at 4 p.m. took pilot and steam tug and started down the river at 7 p.m. the pilot ran the ship on shore. a clear moon light evening as every shore at 10 p.m. ship floated started a gain in tow of the steam tug Middle part went to the N.E. strong ice making fast ran through fields of ice at 4 a.m. ran the ship in behind the ice-berg at ready Islands got in contact with one of the ice piers and barges away from shore but heavy drops anchor and lay until day light. the pilot deeming it not safe to go any ^{further} down the river weighed anchor and put back to Delaware City in tow of steam tug. ran the ship in to the docks as far as we could get here in the mud 10 feet of water at low tide. got hawsers out to the docks. no water to be seen the ship leaks 200 strokes in twenty four hours caused by the pilot running the ship on shore

Friday February 6th 1863

this day wind to the S.E. some rain employed in clearing up the ships decks a very disagreeable times and hard times middle part a gale of wind from the South latter part more moderate the ice much broken up sent a telegraph dispatch to Philadelphia for a pilot at 10 am dropped the ship in to the stream to and anchor in order to keep the crew on board

Bark Millinnet of Dartmouth 1863

Saturday February 7th 1863

weather cloudy wind N.W. light middle part strong breeze from the N.W. waiting for pilot latter part wind N.W. sent another message by telegraph for pilot

Sunday February 8th 1863

weather cloudy wind N.W. latter part calm got a pilot this morning considerable ice running in the river rigging spars on the outside of the ship to prevent the ice from cutting the ship

Monday February 9th 1863

weather fine. Calm pilot on board all ready for a start as soon as the wind breezes up Middle part at 4 p.m. left Delaware City got down as far as ready Islands and came to anchor for the night latter part wind light from S.E. weighed anchor and got down as far as Buntz hook and came to anchor

Tuesday February 10th 1863

weather fine light air from S.E. lying at anchor at Buntz hook latter part weighed anchor from Buntz hook at 6 am wind N.W. at 12 am discharged pilot at Cape Henlopen

Wednesday February 11th 1863

good breeze from N.W. Course S.E. by S. bound to New Orleans Middle part strong breeze from the North ship leaking one hundred strokes per hour. steering South latter part cloudy wind E.S.E. ships leak remains the same latter part wind from E.S.E. at dusk

Thursday February 12th 1863

this day begins with thick rainy weather wind E.S.E. ship goes South at 6 p.m. Calm. at 7 wind from W.S.W. two sail in sight Middle part wind W. goes South latter part ship under double reef of sails. heading S by E. bearing the Gulf