

Thursday Feb. 7th. At 8 Am. went into the Entrance of the Harbor with 2 Boats carrying lines to make fast to the Rocks in order to warp the Ship in fresh trades and fair at 10 Am. run the Ship into the Entrance of the Harbor under easy Sail got hold of the large rope, say a piece of Grey Stiff made fast to a rock for the purpose of Warping or Holding the Ship until we could clew up the Topsails and furl them but the Pilot made a bad job of it and would have got the Ship on the reef if I had not taken command from him. I have every thing hand aback got quick then we warped the Warp and managed to get the Ship clear of the reef. made a tack to windward at 11 made another attempt but being very cautious failed to get hold of the large rope a right got hold of the towline and parted it at 11:30 succeeded in getting hold a right brought the Ship to by the large rope clewed up the Sails and furlled them and commenced warping Ship up to the Anchorage.

Friday Feb. 8th. Commenced with fresh trades and fair warping Ship to windward by lines made fast to rocks on the weather reef and also by Boat Anchors and Redge the wind freshening all the time, at half past 6 P.M. took a heavy gust of wind which started all our Anchors let go my best Anchor immediately to save the Ship from going on to the lee reef it being dark at the time, not knowing the true Position of the Ship sounded and found from 22 to 28 fathoms round the Ship within a Ships length of the weather reef, holding on with the Redge and 3 Boat anchors at the same time, at Daylight took up the Redge and one Boat Anchor took them to the Proper Anchorage about 1/2 towlines length and run lines and all the best ropes to the Ship in order to haul her to good Anchorage when when the trades came in very strong again which had been quite the latter part of the Night, so had to give it up for the Day during these last 24 hours had from 20 to 30 Natives on board assisting to haul Ship

## Mores

Saturday Feb. 9th. first part strong winds and heavy Middle part light winds and Calms with rain, at 4 Am. made an attempt to haul Ship. Manned the Windlass and hose Short before the 30 fathom Shackle came above water hove until we sprung both the Windlass brakes badly Chain right up and down supposed the Chain had caught under a rock gave her Chain again and hauled her about by the lines in hopes of clearing it hove Short again but could not get the 30 fathom Shackle in sight at 1/2 past 6 the trades set in strong again hot to give it up undertook to take 2 Boat Anchors but could not they being fast to the Rocks also I then went to work and sounded out the Channel between the reefs and found from 25 to 35 fathoms where a Ship may Anchor and swing clear of the Reefs near where my Ship lies strong trades and the Day

Sunday Feb. 10th. first part strong trades Ship still lying with the Chain Short and tide rising, at 3 P.M. the Ship started some in a strong place, supposed the Chain had got clear from the rock or the Anchor had broke let go the 2nd Anchor in 25 fathoms and paid out on both Chains 60 fathoms on one and 45 on the other lost on Boat anchor and a coil of 2 3/4 in Rope, rope parted near the Ship, I wrote a letter to Capt. Williams of Ship Florida to the weather harbor asking him to come and see me and also requesting him to bring the other two Capt. with him if he could come wishing their advice about the Ship &c. Moderate winds most of the time through the Night latter part moderate winds and fair but could not undertake to start the Ship in consequence of the head Chief not being willing to assist me with his men he said it was Sunday and he wanted his Men to go fishing and gunning he gave me a good supply of white Pigeons, and fresh Fish, Cocoanuts, Breadfruit, Porrow &c. at 10 Am. Capt. Williams of Ship Florida and Capt. Cornell of Bark Gratitude came to my Ship in a Canoe after crossing over the Island some 4 or 5 mi. on foot so ends the Day one watch on liberty the latter part.