

Sunday Sept. 28th. Light winds from N.E. and fair. Employed in mending and watering unburnt the old Main sail and bent a good one

Monday Sept. 29th. Begins with light winds from the E.S.E. and fair, at 8 Am strong winds from from N.E. and rainy at 10 Do. I went on board Ship India of London on

Lying to Anchor near me so and

Tuesday Sept. 30th. At 3 P.M. I returned to my own Ship again the wind still on the increase and rainy, at 5 Do. got the Ship underway under Double reefed Topsails and stood out farther into the Bay in order to have more room to work the Ship providing the Gale should be so heavy as to drag the Anchors, or part the Chains, made a tack or to the windward at 8 Do. came to again with heavy Anchor and Chain gave her 60 fathoms Chain, backed the windluff well with tackle, and

Heaved the Chain onto the singholls and Main Topsail sheet little by little at 1/2 past 11 the sea tremendous, while about to let go the 2nd Anchor saw a Ships light nearly right ahead apparently to Anchor dragging towards me, for fear of her I delayed letting go the 2nd Anchor, about the same time she fetched a heavy pitch or took the singholl from the Deck parted all the stoppers took the remaining part of the Chain from the locker in the lower hole to the end, smashed the Iron hawse pipe in the Decks to atoms, hove the deck pot from its place to the other side of the tryworks and injured the windluff much, wind in sea still increasing fast, at 1/2 past 1 Am. parted the Chain or broke the Anchor, the Ship came broad side to the wind, called all hands manue the Windluff in order to heave in the Chain but found it so badly damaged could not strain it, being so much damaged in the patent gear, Ship drifting onshore fast, as the 1st thing that could be done towards saving the Ship was to get clear of the Chain as soon as possible, I ordered the end of the Chain to be unshokled in the hole, the next report was that the Shackle could not be cleared soon, I went to work with cold chisel and hammer and was fortunate enough to cut and break the Chain in a much shorter time than I expected, run up the jib, fore topmasts stay sail and fore spanner and wore off shore just time enough to save her, put on 3 close reefed topsails and all the stormy sails as soon as possible, at daylight found that I could not go long on either tack without going onshore as the wind, sea, and tide had carried me well up in to the head of the Bay, and the Gale still on the increase, at 6 cut the fore sail reefed

at the same time found the tide had changed in my favor, at 9 the wind slackened a little let one reef out of the Topsail, and set the Main sail and by heave carrying and a weather current and the protection of a kind Providence I fetched little Shanters Island and came to Anchor, in what is called Longs Harbor in 15 fathoms water, where I found 5 other Ships lying to Anchor at 1/2 past 10 Am, which was much better than I expected, so ends the Day in quite a good way, from the wind and sea, yet some

stormy Flaws of Wind passing by

Wednes Oct. 1st. Commences with strong winds from N. to N.W. and cloudy at 7 P.M. blowing a heavy Gale from W. the Ship began to drag some, as the Chain could not be unshokled below in haste and the Ship nearing the land all she dragged which was not more than 10 mi. Dis. I cut the Chain on deck and held myself in readiness to Slip, make Sail, and save the Ship if possible, called all hands at 10 in order to Slip and run to Sea if possible the land now about 1/2 mi. Dis. Return, got the stormy Sails all prepared &c. about the same time the wind moderated and the Ship stopped dragging at 5 Am. light winds and pleasant, latter part Capt. Borden of Bark Canton Packet, Capt. Anderson of Ship Jucier, and Capt. Kelmer of Ship Euphrates, and likewise one of the Officers of Ship General Williams with all their Boats Crews on board of me in order to help me get under way when the wind and tide suited, as it would be very difficult to get my Anchor and make Sail at the same time without a great number of Men as my windluff was very much out of fix, and my Ship so near the rocks that every thing must be done with despatch in getting underway or the Ship would be lost the boat rowed them

for their kindness, so ends the Day writing for the time

Thurs Oct. 2nd. Begins with light winds from the W. and pleasant at 3 P.M. tide suited and the wind quite favorable got the Ship underway at 1/2 past 3 my good assistants all left me and went to their own Ships, at 5 winds from S.E. nearly ahead, at 7 passed the narrow of the South passage as it was quite dark the passage very narrow and the wind right ahead made it very difficult and quite dangerous scarcely room enough to tack from one side to the other however the tide took me through or helped me much at least, at 9 Do. the wind from E.S.E. and rainy steering to the N.E. by the wind, at Midnight strong winds and very thick and rainy lost sight of all the land, at 1/2 past 1 Am. being very much fatigued and worn out for want of Sleep and rest I went below and got a short nap, at 5 Do. Calm but a heavy swell from N.E. light up some saw the Islands in three or 4 Diff. directions though the haze not far off, at 6 Strong winds from N.E. and very thick, took in fore & Mizzen Puffballantails and Fly little

Bar 28-39