

From Africa for St Johns, Porto Rico, in distress

Friday 19th November. Commences brisk breezes and fair weather. Saw a Ship to windward steering towards us with Royal Flying Sails and Sky sails set, at 4 P.M. At Sundown abreast of Buck Island near the harbor of Baffin. (Carrs the latter being about 12 miles distant. Saw Virgin Gorda and Tortola, Middle part light winds and calms. Flooded from 10 P.M. until sunrise when we made sail again the Islands of St Johns and St Thomas also being in sight, and the middle of St Croix bearing S.E. At 9 A.M. abreast the harbor of St Thomas. Saw several Sloops and Schooners on different courses and an "Helm" Brig bound in. A Schooner past across us within a short distance, that came out of the harbor having on her stern La Coquette & Guadalupe. At 11 A.M. abreast of Sail Rock distant 2 of a mile. Latter part light winds and pleasant weather. Variation 4° E. Latitude N 18° 23'.

Saturday 20th First part moderate breezes and pleasant weather, with gathering clouds. Passed in sight of Crab Island and near what is called in the Spanish Charts, Culebra, but known by the name of Passage Island by the Yankees. At Sundown was off the East End of Porto Rico, and at 6 P.M. the High land of St Johns bore S.W. Through the night very dark and squally and fresh gales. Lay off from the land, under double reefed Fore Topsail & St. J. Topsail. At sunrise saw the land about 30 miles distant. At 7 A.M. made sail and stood in for it S.E. Weather more settled and wind S.E. At 10 A.M. saw the Moro Castle at the entrance of the harbor of St Johns. At 11:30 A.M. took a Pilot and at Meridian Anchored abreast the City. I find by Nautical computation and continue the day by civil account making 36 hours for this day.

At St Johns, (Porto-Rico)

At 1 P.M. Mr Cabrera went on shore and at 2 P.M. the Prize Master and myself. Dined at the house of Mr Rangelende who offered his services as commission merchant to Don Nicholas for the Prize concerns.

At 6 P.M. the Prize Master, Don Nicholas & myself repaired on board. During the night squally with rain. The Pilot near Sundown attempted to beat farther up the harbor, but did not succeed.

Sunday 21st Nov^r. Heavy rains and squally the first part of the day, and disagreeable weather the whole 24 hours.

At daybreak hove up, and warped up the harbor and at 10 A.M. made fast alongside of a wharf. The Brig is a complete wreck about all parts of the rigging, and the Copper rucked up and torn off of all parts of her bottom. Ends squally with rain.

Monday 22nd The first part of the day squally, and the latter part more pleasant. At 10 A.M. went with Mr Cabrera and the Prize Master to the Captain of the Port & and two other Officers, and then to the Governor to whom I delivered my Havana Passport. Saw & conversed with several American Captains and also with Mr Sydney Mason, acting American Consul. The probability is that the Brig will be condemned or at any rate be a long time before she will leave here as no opportunity offers immediately for Havana, & a direct one in a day or two for New York, I called upon Capt Sales of Brig Monticello of Thomaston (Ms) and at Sundown took my baggage & residence on board his Brig. Ends more moderate weather.

Tuesday 23rd At daylight the Brig was warped out to a convenient situation for getting under weigh. At 10 A.M. Capt Sales and myself went on shore and while he was settling his business, in order to depart I fell in with Mr John Sola who formerly did Capt. Haraden's business in my father's Brig Janus that traded here.