

1830.

From St. Johns (Porto Rico) for Bermuda, (in distress)

and the rigging and spars clear of the fore rigging and clearing the wreck in the best possible manner. Ends a fresh breeze and rough sea moderating slowly. True Course  $S 75^{\circ} E$ . Lat.  $N 32^{\circ} 35'$  Long.  $W 69^{\circ} 19'$

Wednesday 8<sup>th</sup> December Commences more moderate & pleasant weather. All hands employed in clearing away and getting whole and broken spars and rigging in board snugly secured so as to be able to make some sail when the weather will permit. At sunset had the upper masts completely stripped and the rigging and spars, whole and broken, on deck. Cleared the Spencer and set it. Through the night the wind moderating, and a bad sea and swell continuing, causes the vessel to labor much. At 6 A.M. triced up the Spencer and set the lower steering sail to the foremast as a square sail. Latter part light winds and pleasant weather. All hands employed in the forenoon in fitting a spare fore topmast, getting the topsail boom rigged so as to set the topsail and other work necessary to expedite making the vessel under manageable sail. Having found the rigging so broken and cut to pieces, and want of sails, and the impossibility of reaching a port in the United States in our wretched condition at this season of the year concluded best to endeavor to reach the Island of Bermuda, being the nearest port, to refit the vessel, and considering it to be for the preservation of our lives and safety of the vessel and interest of all concerned. True Course  $S 79^{\circ} E$ . Lat.  $N 32^{\circ} 24'$  Long.  $W 68^{\circ} 12'$

Thursday 9<sup>th</sup> Commences moderate breezes and pleasant weather. Sent the fore topmast aloft and set the rigging up. At 7 P.M. the wind increasing, reefed the topsail. Heaved E.S. with the wind S.W. Middle part strong gales. At 4 A.M. the wind increased to a heavy gale

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from St. W. Balance reefed the topsail and reefed the Spencer and lay too. There being all the sail we can set at present and they in poor condition. At 10 A.M. got the jib in board from off the fore boom. Latter part blowing a strong gale and a heavy sea. True Course  $N 73^{\circ} W$  Lat.  $N 32^{\circ} 40'$  Long.  $W 67^{\circ} 10'$

Friday 10<sup>th</sup> December Commences strong gales and cloudy weather with some rain squalls and an ugly sea running. At 5 P.M. the wind centered towards the north west. Middle and latter part wind more moderate the weather clear with flying clouds and a bad sea running. True Course  $S 56^{\circ} E$ . Lat.  $N 32^{\circ} 23'$  Long.  $W 66^{\circ} 40'$

Saturday 11<sup>th</sup> Continues fresh breezes and a rough sea. Still lying too being unable to get the big under manageable sail. Much the same through the night. At daylight became quite moderate and the sea something smoother. At sunrise commenced refitting and at noon had a fore topsail yard aloft and the fore yard fitted and ready to be sent up. Ends light winds from the westward and pleasant weather. True Course  $S 43^{\circ} E$ . Lat.  $N 32^{\circ} 02'$  Long.  $W 66^{\circ} 17'$

Sunday 12<sup>th</sup> Commences light winds and pleasant weather. At 1 P.M. got the fore yard aloft and at sundown had a fore topsail bent and set, and the fore topsail and jib. At 5 P.M. set the topsail and Spencer. Bent the best lower cable and overhauled a range. Middle part strong breezes. At midnight clove reefed the fore topsail and reefed the topsail and hauled on a wind to the northward. At 6 A.M. triced the reefs out and squared away E.S. Got a topsail yard up to the mainmast and set a topsail with a reef in it, in lieu of a mainsail. Also got a main topmast up in lieu of a main topmast. Latter part fresh breezes from W.N.W. and pleasant weather. True Course  $N 78^{\circ} E$  Lat.  $N 32^{\circ} 08'$  Long.  $W 65^{\circ} 45'$