

upon her intended voyage, she was tight,
 staunch & strong, had her hatches, well &
 sufficiently covered & caulked, & was well
 & sufficiently manned, provisioned & furnished
 with all things needful & necessary for said
 voyage; and that during the said voyage,
 the said apparent, & the crew of said vessel,
 under his command, used their utmost
 exertions to prevent the said vessel, & the goods
 of her loading, from every injury & damages;
 and the said apparent declared to protest, and
 by these presents he doth solemnly protest,
 And I the said Notary, at the specific instance
 & request of the said Apparent, by these presents,
 do publicly & solemnly protest, against the
 heavy gales, head & strong Winds, High seas,
 & divers misfortunes hereinafter mentioned,
 & against all & every person or persons, whom
 it shall or may concern; and do declare, that
 all the damages, losses, injury & detriments,
 that have happened to the vessel aforesaid,
 & to the goods of her loading, or either of them,
 or any part thereof, are and ought to be borne by
 the merchants and freighters interested therein,
 or whomsoever else it shall or may concern,
 by way of average or otherwise, the same having
 occurred as is hereinbefore stated, & not through
 the insufficiency of the said vessel, or the
 neglect of this apparent, or any of the crew
 under his command; And this apparent
 ~~said that~~ in attestation of each and all
 the facts, occurrences & circumstances hereinafter
 stated, appeared & set forth by this
 apparent - this apparent the master,
 James Chisholm

James Chisholm
 and James Ray
 ~~and~~ James Ray
 command of the aforesaid
 vessel, severally making oath upon the holy
 Evangelist of Almighty God, that all and
 every the matters & things in this declaration
 of attestation for protest, hereinafter written
 & stated, are just & true, & in confirmation

of the same, have hereunto, with me
 the said notary, subscribed their res-
 pective names, on the day & year last
 above mentioned - and this apparent
 with that he sailed from the Bay of
 Chaleur aforesaid, on the ~~fourteenth~~ ^{fourteenth} day
 of ~~the present month of October~~ ^{the present month of October}, with a cargo
 of Nine Hundred & Sixty-five Cords of Wood,
 bound to the port of New York, aforesaid,
 with a light breeze from the Westward; no-
 thing very material occurred except occasional
 gales of Wind, till the fourteenth day of
 October instant, when, being in Lat 40.30 &
 Long 70.20, came on a heavy gale of Wind
 from the South-South-East, at Three o'clock
 P. M. of the same day the gale increasing, drove
 reefed the Topsails & stowed the mainmast & jib,
 at five o'clock P. M. of the same day the gale
 continuing to increase & the sea rising to an
 alarming height, took in and stowed the Topsails;
 at half past five o'clock P. M. of the same day
 the gale still continuing to rise in violence,
 with a most tremendous sea running, his vessel
 labouring & straining, the foremast gave way under
 the hounds & came down over the starboard side,
 which caused the vessel to lurch too & lay in the
 trough of the sea unmanageable, which endangered
 her to founder. In this perilous situation, for
 the preservation of this vessel & ~~the~~ our lives, &
 the cargo on board, it was thought necessary to
 cut the Main Stay, orders for which purpose were
 accordingly given, & promptly executed, which
 act caused the Mainmast to part at the Deek
 & come down partly on Deek & partly over the taffrail
 with standing, and running rigging attached ~~at the~~
 ^{which} was lost. all hands employed in clearing the Wreck,
 & to save the vessel. as she lay without sail, unman-
 ageable, without which cutting away said rigging,
 they could not have been saved, and which was
 eventually effected with great labor, increased
 exertion and peril. The gale continued to rage
 with extreme violence till Nine o'clock P. M. when