

Tuesday November 24. 1846. Commenced with strong Gale from N. N. W. 16 knots and ~~unimpaired~~ the fore top mast stay sail set at 4 P. M. set the flag sail, & double reefed mainsail, the gale moderating at midnight usually. at 4 A. M. set the close reefed topsail, jib, & single reefed mainsail, set the reefed topsail for a fore hauler - at 10 A. M. ^{the gale still continuing} moderate to wind one reef out of the topsail - about ten lower studding sail to the fore yard for a foresail - Sailed with light breeze from the West with several vessels in sight - Late by observation 39. 18 N. Wednesday November 25. 1846. Commenced with moderate breeze from the West and hazy. at 4 P. M. saw a ship to leeward with her signals in distress. One away to the foreward here to be the Genoa of the from New York, leaking badly & both pumps choked - was requested to lay by here as they were fearful she would sink, kept our two lee quarters, both standing N. W. - at 12 ~~the wind~~ midnight calm - at 1 P. M. light Wind from the South. at 7 P. M. spoke the ship again. the Captain was in hopes to get her into Wyck, at then creeping from the S. E. at 10 P. M. the Wind increasing to a gale close reefed the fore top sail & balanced the reefed the mainsail - at 10.30 took in the topsail & hove two - the ship about one mile astern. so ends with strong gales ^{with} equally with rain - Late by observation 39. 18 N. Thursday Nov. 26. 1846. Commenced with a strong gale from S. E. W. and equally - at 2 P. M. ^{the} moderate set the close reefed fore top sail, the ship still about 1 mile astern - at 6 P. M. took the Wind from the N. N. W. took in the topsail & hove ship to the S. W. at 10 P. M. it blowing a heavy gale and a ^{tremendous} high sea ^{running} - The ship labouring very hard & shipping vast quantities of Water - at 11 P. M. split the storm stay sail at midnight the gale still increasing

Wednesday November 25. 1846. Commenced with moderate breeze from the West and haze. at 4 P.M. saw a ship to leeward with her signals up distress. One away to show her & ordered her to be the Genoa of 1st of New York, Leaking badly & both pumps choked - was requested to lay by her as they were fearful she would sink, kept our land her quarters, both standing N.W. - at 12 ~~the ship~~ midnight cald - at 1 P.M. light Wind from the South. at 7 P.M. spoke the ship again. the Captain was in hopes to get her into Wyck, but then breezing from the E.E. at 10 P.M. the Wind increasing to a gale drove up the fore top sail & hauled the reefed the main sail - at 10.30 took in the top sail & hove two - the ship about one mile astern. so ends with strong gales ^{with} equally much rain - Late by observation 29. 18 W.

Thursday Nov. 26. 1846. Commenced with a strong gale from S. E. W. and squally - at 2 P. M. ^{1st} ~~sea~~ moderated but the close reefed fore top sail, the ship still about 1 mile astern - at 6 P. M. took the Wind from the N. W. W. took in the topsails & wore ship to the S. W. at 10 P. M. it blowing a heavy gale and a ^{hurricane} high sea ^{running} - The Brig labouring very hard & shipping vast quantities of Water - at 11 P. M. split the storm stay sail at midnight the gale still increasing

& the sea rising, at 1 P.M. thickened a
heavy fog ^{which} this vessel fore kept
with water, ^{thereby} the water carried from the
deck, ^{thereby} the stern davit, and
threw the stern Boat - at 7 A.M. sea
rose ship to the W. at 12 M. saw two
ships heading E. W. Late by observation
40.00 N. Friday November 27. 1846

Commenced with strong gales and equally
all hands employed in repairing the storm
Jury sail. at midnight more moderate
at 4 A. M. set the storm Jury sail, & close
reefed Top-sail. The Top-sail ^{being so badly}
~~butted~~ ^{being so badly} ~~and~~ ^{being so badly}
while waiting it. at 12 meridian found
ourselves 24 miles to the S. of Okech Island,
^{The wind being still N. W.}
and there being no possibility of reaching
New York in their present condition ^{at the rate of}
^{20 to 30 miles}
~~supposed having sustained serious damage~~
~~then supposed~~. he deemed it necessary and
expedient for the ^{benefit of all who} ~~preservation of himself~~
his vessel then ^{known} ~~large~~ to make
the port port within his power to procure
sails & rigging to proceed to his destined port.
At 2 P. M. made Okech Island, bearing
by Compass North, distant 2.5 miles. at 4 P. M.
passed ^{the Island} ~~at~~, at 6 P. M. Yarrow Point, Redoubt bear-
ing by Compass N. by E. ^{The wind still at the north West} ~~at~~ 7 P. M. passed
Green Tail Light, at 9 P. M. anchored in
10 fathoms of Water at the Fresh Water
the Skirt ^{still} ~~being~~ ^{at} ~~in~~ ^{our} harbor of
Newport. ^{at 3 P. M. I plan to} ~~thus~~ ^{by} ~~some~~ ^{by} ~~protested~~ ^{by} ~~at my~~
office at Newport aforesaid, from the day
& year last above before Written -
And attested, under my hand & notarial seal

Apr. 2 P.M. we made Black Island, leaving
by compass north, distant 2.5 miles - at 4 P.M.
hoped ^{the wind} at 6 P.M. we saw Point Judith bear-
ing by compass N by E ^{the wind blew at the north West} & 7 of the passed
Round Tail Light, at 9 P.M. we anchored in
10 fathoms of water at the Break Water
the night being ^{still} at 10 P.M. in our harbor of
Newport. ^{A 3/4 m. off the point to safety} Thus done & protested at my
office at Newport aforesaid, on the day
& year last above before written -
Dud Attestor, under my hand & Notarial Seal

L. J.

Chas. E. Long
Public
Notary

Peter Harris
 Francis J. Easton
 Henry W. M. Hunt
 James D. White