

She was tight, staunch & strong, & had her
hatches well & sufficiently covered & calked &
was well & sufficiently manned, provisioned &
furnished with all things needful & necessary for
said voyage. & that during the said voyage, the
said apparent, & the Officers & Crew of said vessel,
under his command, used their utmost exertions
to prevent the said vessel, & the goods of her loading,
from every injury, damage. & the said apparent
declares to protest, by these presents he & the solemnly
protest, & I the said Notary, at the special instance
request of the said apparent, by these presents, do
publicly & solemnly protest, against the bearing
gales, head & strong winds, high seas, accident
& disaster, misfortunes, & every manner, kind and
nature, whatsoever, hereinafter mentioned,
& against all & every person or persons, whom it
shall or may concern; & do declare that all the
damages, losses, injury, & detriments, that
have happened to the vessel aforesaid, and to
the goods of her loading, or either of them, in any
part thereof, are & ought to be borne by the
merchants & freighters interested therein, and
whomsoever else it shall or may concern, by
way of average, or otherwise, the same having
occurred as is hereinafter stated, not through the
inefficiency, of the said vessel, or the neglect
of this apparent, his Officers, or any of the
Crew, under his command. & in attestation
of each and all the facts, occurrences & circumstances here-
inafter stated expressed set forth by this apparent.

This apparent the Master, Thomas Bates,
Mate, Charles Cochran & William Bradford
Lamers of the aforesaid vessel, severally making
oath upon the Holy Evangelists of Almighty God,
that all & every the matters & things in this declaration

Schooner Jackson, Green Walden Esq.

of attestation for protest, hereinafter written &
stated, are just & true, & in confirmation of the
same, have hereunto, with me the said Notary,
subscribed their respective names, on the day &
year last above mentioned.

And this apparent saith that
he sailed from the port of New York aforesaid
on the twenty sixth day of February, last past,
loaded with a full cargo of Corn, Meal, Flour,
Beans and Hams, bound to Belfast in Ireland,
with the wind from N. N. E. At 11 o'clock A. M.
discharged the Pilot off the Light Ship. they
say containing twelve hours tends at noon, calm
& hazy, to commence the sea voyage.

That Saturday, February 27th commences
with hazy weather, wind N. E. all sail set by
the Wind - at 1 o'clock P. M. passed the Light Ship,
distant one mile all hands employed in stowing
anchors & 6 chains, and clearing the decks, &c -
Middle part fresh breeze from E. S. E. with thick
& hazy weather. at 10 P. M. lost sight of the
High Land Lights, bearing N. N. W. distant 30 miles,
by estimation, from which he took his departure.
at 11 o'clock P. M. the wind increasing, took in his
Fore-top Gallant Sail. at 1 o'clock A. M. the Wind
still rising, took in Main Top Gallant Sails.
And at 3 o'clock A. M. double reefed the top-sails -
passed several sails in the course of the night.
And that at 4 o'clock & 40 minutes A. M. it blowing
a fresh Gale, came in collision with the Brig,
Sover, bound for Boston, from Baltimore, which
broke our Jib Boom & stove the Bulwarks. Her
anchors having caught over our plank Shear,
caused the Sover again to come in collision
with the Mizer, and carried away the Bow-Sprit,
Mast桁梁 & all the Rigging attached. Main