

Rail, Hanching, plank, thead & chain plates
& much injured the Decks, & Bents, carried away
Main Top Side Yard. Spinner Gaff, Fore tackle,
& running rigging, anchor stocks. Split the
Mainsail. damaged Gills & Foresails. The
whole amount of the injury not ascertained
at the time. After getting clear from the Dover
found her Captain, both mates, & one man on
board of the Niger, leaving three men on board
the Dover. The Captain much injured, and his
vessel supposed to be in a sinking state.
Tried the Niger pumps & found she made a
little more Water than usual. proceeded to
clear the wreck by cutting the Fore stay. Top-
mast, Top Gallant, and Gilt Stays with all the
other rigging attached to the spars, to clear them
from the vessel. all while cutting was for their
preservation, and the preservation of the vessel &
cargo. Set up the Head stay to the stump of the
Main Mast to steady the Fore mast. and cleared
the Dover anchor, with the chain attached, which
was dragging in the Water, from the plank there
by throwing it over board. and kept the Niger
off to the North to endeavor to return to New-
York to repair damages. The latter part of
these 24 hours still blowing hard from
E. S. E. with thick Weather & heavy Rain. at
9 o'clock A. M. sent down the fore top Gallant
Yard. at Meridian made the Land & beaching
4 miles distant. judging the Brig to be 35 miles
from the High lands of New-Lincoln. close reefed
the Fore top sails.

That Sunday July 28th commenced with
strong Gale from the S. S. E. with heavy Rain.
at 3 o'clock P. M. tacked Ship to the Southward

not being able to weather the South breakers,
& the middle ground. At 5 o'clock P. M.
gave up all hopes of saving the Brig, being
within 5 miles of the Beach. Were ship to the
N. W. E. the wind at the same time hauling, & pointing
more southerly enabled the Brig to prep off
shore again. at night fell the gale abated.
the wind light, inclining to a calm, with
thick, foggy weather. The vessel under no
steering way from 7 to 12 o'clock, heading prin-
cipally S. & E. N. E. wind Westerly, with light
air. At midnight the Wind freshened from
the Westward, the Fog cleared off. Made all
necessary sail. At 1 o'clock A. M. were ship
to the Northward & Westward. at 7 o'clock A. M.
were ship to the Southward, blowing very hard.
Reefed the Fore sails. at 11 o'clock A. M. took on
New York Pilot on board, blowing a heavy gale
from the N. E. W. to N. W. W. put the Captain
of the Dover on board the Pilot Boat. he
being very sick.

That Monday March 1. commenced
with a heavy gale, with violent squalls from
the Westward. at 1 P. M. were ship to the
Southward. at 8 P. M. were ship to the
Northward. at 9 P. M. hauled the Main sail,
a heavy sea running & the Brig shipping
much Water over the bows, & forward & aft.
The pumps being carefully attended to, found
the leaks to continue the same. At midnight
were ship to the Southward, it blowing hard
with a high sea running, & the Brig shipping
great quantities of Water over the bows, & finding
his vessel to be losing ground fast, and two of
his crew being laid up sick. and from the
heavy pitching of his vessel, fearing the loss of
his Foremast, he deemed it necessary, & expedient
for the preservation of himself, his vessel and
cargo, to make an attempt to save the