

United States of America
Commonwealth of Massachusetts
Bristol

City of New Bedford.

By this public instrument of Protest and Declaration, be it known and made manifest unto all whom it doth or may concern, that on the twenty-ninth day of November, in the year of our Lord One thousand eight hundred and forty-eight, before me William H. Taylor a Notary Public duly commissioned and sworn, residing in the City of New Bedford aforesaid, personally appeared Hezekiah Ripley master of the Barque *Secumeah* of New York of the burthen of three hundred and ninety-one tons or thereabouts, now lying in the harbor of New Bedford, and stated that he sailed in said Barque from Calcutta, on the first day of June 1848, with a cargo of ^{country} Lincia Gummy Bags, Cochineal, Sugar &c and that he arrived at this Port on the twenty-sixth day of the said month of November at about two o'clock in the afternoon; and having experienced stormy and tempestuous weather on the passage, and fearing loss and damage, he desired to note his protest against the winds, waves, storms, tempests and all other causes whatsoever, whereby any damage has arrived to the said Barque in her hull, tackle, apparel or cargo, during her said passage; with liberty to extend the same at pleasure. All which was granted by me the said Notary. And now on this twenty-sixth day of December in the year aforesaid, again came, and appears the said Hezekiah Ripley master as aforesaid with John Anderson second Officer of the said Barque, and being by me severally cautioned and sworn, did declare and depose the several matters and things hereinafter set forth; in testimony of the said note of protest. Viz.

That the said Barque being well and properly equipped and manned, tight and in good condition, they took their anchor at Calcutta on Thursday the first day of June last dropped down the river and proceeded to sea. That nothing remarkable occurred thereafter until Sunday the 15th of June when they had fresh gale and squally weather, and continued so through the day. On the 19th the weather becoming worse they double reefed the topsails and furled the mainsail and spanker. On the 20th it moderated. The 1st of August commenced with thick weather and rain and light baffling winds. Middle part fresh gale and thick weather. At 3 AM the gale increasing they double reefed the topsails. Split the jib, unhooked it and took in the spanker. Fresh gale and heavy rain continued to prevail through the day following and until the 4th when it moderated. At 2 o'clock the wind suddenly shifted from SE by E to NW. Blowing fresh. They took in gaff topsail topgallant sail, mainsail, jib and spanker and double reefed the topsails. At 4 AM the wind increasing, they ^{close reefed the} topsails and set the main spanker. September 8th it was ~~moderate~~ moderate. On the 9th they had fresh breezes and passing clouds; took in the fore topgallant sail, gaff topsail and spanker. At 11 PM the breeze freshening they double reefed the main topsail, close reefed the fore topsail and furled the mainsail and jib. The 11th of November commenced with thick hazy weather. At 3 PM had heavy squalls from the Northward with rain, hauled the fore and main topgallantsails and took in the mainsail and spanker. Split the jib and unhooked it. At 4 PM squalls increasing took two reef in the fore topsail and one in the main topsail and hauled the mainsail. At 5 PM double reefed the main topsail. Latter part moderate. On the 16th at 10.30 PM they were taken aback by a sudden squall from the Northward. In need of wind on the starboard tack and hauled the fore and main topgallant sails, took in the mainsail and spanker. At midnight strong breezes