

United States of America
Commonwealth of Massachusetts
Bristol ss City of New Bedford

Be it known unto all whom it
doth or may concern that Michael Sears
master of the schooner Copia of Boston, did
on the tenth day of February 1829 duly and
his protest before John Robins Esq a Notary
Public duly commissioned and sworn residing
in the Town of Falmouth in the County of Duke's
and Commonwealth aforesaid as will
more fully appear by the ~~subscribed~~ annexed official
certificate of said note of Protest duly authenticated
by the signature and official seal of said
Notary

And now on this fifteenth day of
February in the year of our Lord One thousand
eight hundred and forty nine, before me
William H Taylor a Notary Public duly
commissioned and sworn residing in the
City of New Bedford aforesaid, personally
appeared the said Michael Sears master
of the aforesaid schooner Copia of Boston
together with Grafton Sears mate and
Thomas Britt seaman belonging to
said schooner who being by me duly cautioned
and sworn did severally declare and protest
upon oath the several matters and things
hereinafter set forth, in testimony of the
aforesaid note of protest, that is to say

That on Saturday the third day of
February instant, there appeared at said
in the above named schooner Copia from
the Port of Boston bound to Baltimore
with a cargo consisting of Dry goods, Boots
and shoes, Liquors and other Merchandise

That at 10 o'clock A.M. they passed
Cape Cod, and at 10 P.M. came to
anchor at Dennis when they laid until

Tuesday the 6th day of February. At 8 P.M.
on that day they got underway and proceeded
on the voyage.

That on Wednesday the 7th being in the
Prize and found they had fresh breezes from the
S.W. with squalls of snow, and 10 A.M. came
to anchor in Fairhaven Cove. At 9 P.M.
the wind having hauled to the N.N.W. and
cleared off they again got underway.

That Thursday the 8th commenced with
fresh breezes from N.N.W. and cleared. At 4 A.M.
Block Island bore S by W distant 20 miles
At 5 A.M. they hauled down the mainsail, put
two reefs into it and hoisted it up. At 7
A.M. they hauled down the foresail, put two
reefs in it and had hoisted it partly up
when the bowsprit and jib boom went by the
bow, swinging alongside to leeward by the
stays, and springing the foremast about
ten feet above the deck. In about fifteen
minutes afterward the foremast went,
falling to windward, carrying away one shroud
and the jumper stay, and striking on the rail
and breaking in three pieces. All hands
were immediately employed in getting preventer
stays on the mainmast and cutting away the
rigging to clear the spurs from alongside in order
to prevent their making a hole through the bottom
of the vessel. At 1 P.M. the mainmast
went over the side, parting the weather lanyards.
All hands were employed in cutting away
the main rigging in order to get clear of the
mast, as they were lying in the trough of the
sea and rolling heavily. At 12 P.M.
they got up the main gaff as a jury mast.

Friday the 9th commenced with calm weather.
At 2 A.M. they set a storm staysail and
the wind breacing from the S.W. they heaved
for the Prize and found and at half past