

of the beithen of 355 tons or thereabouts, now
lying in the harbor of New Bedford aforesaid,
and stated that he sailed from Calcutta
in India Ship on the 1st day of April 1850 with
a cargo consisting of Sarsaparilla, Saltpetre, Gunny
Bags, Gunpowder and other Merchandise, bound
for the Port of New Bedford at which Port he
arrived on the evening of Wednesday the seventh
instant, and having encountered heavy and
tempestuous weather on the passage, in conse-
-quence whereof he has lost and damaged
declared to make his protest against the winds
and waves, heavy seas, gales, tempests
and all other causes whatsoever whereby the
said ship hath suffered loss or damage in
her hull, tackle, apparel, furniture or cargo,
with liberty to extend the same at pleasure
All which was granted by me the said
Notary.

And now on this twenty fourth day
of August in the year of our Lord One
thousand eight hundred and fifty, again,
personally appeared the said Thomas Russell
master as aforesaid, and being by me duly
cautioned and sworn, did declare and depose
the several matters and things hereinafter
set forth in extension of the foregoing note
of protest; to wit,

That the said ship being well and
properly fitted, equipped and manned, he
did sail in her from the lower bay on the
Hooghly river on the first day of April 1850
bound for New Bedford.

That they prosecuted their voyage without
the occurrence of any event worthy of particular
notice until the 16th day of May 1850 when
in lat 23° 54' S. The day commenced
with moderate winds from S. E. & a
breeze with a heavy swell from S. E.
Middle part fresh breeze. Latter part

Equally with rain. At 5 P. M. took in main
topgallant sail: breeze freshening, double reefed
topsails, foresail, jib, mainsail and spanker.

At 6.30. gale increasing, close reefed fore and
main topsails. A heavy and dangerous sea
running, ship labouring heavily, shipping much
water on deck and making more than usual.

May 17. Throughout the 24 hours heavy gales
from S. E. with continual rain and incessant
thunder and lightning and a heavy and dangerous
sea running, the ship rolling heavily, taking on
water over both rails and leaking more than usual.

Found the madder care leaking badly and no way
to prevent it. At 8 P. M. the gale increasing
resolved to lay the ship to, on account of the
high sea it being unsafe to run.

At 9 P. M. we
furled fore and mizen topsails and brought her
to in the harbour tack with her head to the South-
-west.

At 10 shipped a sea which flew gully
down, started starboard bulwarks and carried
away harbour head rail, starting cabin doors
letting the water into the cabin and wetting
principal part of small stoves in the stow room.
At noon the ship lying to under close reefed
main topsail and fore topmast staysail.

The 10th commenced, blowing a hurricane at
intervals of twenty or thirty minutes, with torrents
of rain and incessant lightning. A tremendous
sea running. The hours on deck working, let
the water into the cabin, wetting every thing.

At 1 P. M. suddenly fell calm which caused
the deck to be covered with water. Taking in
water in all directions. The wind suddenly
veered to N. W. back to N. and then to S. E.
blowing with redoubled violence for a few
minutes, then gradually abating to a fresh
gale. At 2 P. M. shaped our course
N. S. W. the sea more regular.

That on the 29 of May they had strong
breezes with passing clouds. At 8 P. M.