

elements on the coast ~~then~~ driven on shore on the Island of Cretschum, whereby the vessel and her cargo had sustained serious loss and damage, desired to note his protest against the winds, waves, tides currents fogs, rocks and reefs and all other causes whereby the said vessel or her cargo had suffered loss or damage, with liberty to enter the same at pleasure. All which was granted by me the said Secretary.

And now on this twenty third day of January in the year of our Lord one thousand eight hundred and fifty four again personally appeared the said Edward Stephens master as aforesaid together with Charles H. Hart mate and Richard Lynd seaman belonging to said Brig and being by me duly examined and sworn, did declare and depose the several matters and things hereinafter set forth and described, in extension of his said note of protest.

That the said Brig being well and properly fitted, equipped and manned they set sail in her from the Harbor of Buenos on the 17th day of December 1853 having on board a cargo of Salt barrels for Boston.

That on the 18th they discovered that the brig leaked. On the 20th weather fair with strong winds. Brig leaking 900 strokes per hour.

That the 1st of January came in with every appearance of bad weather, wind blowing to the Eastward, latter part ~~from the~~ ~~wind~~ ~~increasing~~ the wind increasing past two reefs in the fore topmiz. The 2^d came in with a gale from N. N. E. reefed the foresail and foretopmiz. at 5 bells ^{close} reefed the mainmiz. On the 3^d The gale continued through the first

part. latter part more moderate shook me reef out of the topmiz and foresail. at 12 AM shook the reefs out of the topmiz and one out of the mainmiz and set the foretopgallmiz. On the 4th had squally weather, spence leaking ~~about 200 strokes per hour~~ less, not exceeding 200 strokes per hour.

That on the 5th they had a gale from North East latter part furled the foresail and close reefed the topsail. The 6th came in with a gale from North. took the ~~burgeet~~ ^{about 200 strokes per hour} off the jib. Ship still leaking.

On the 7th The gale abated. On the 10th the brig being by the stern. they were busy trimming the sails. got soundings at thirty fathoms. On the 11th Wind S. E. at half past 8 made Sog Island to the N. E. tacked ship with breeze to the Southward and Westward and at half past 10 tacked to the Eastward. at 4 A. M. made Montez Light bearing North. at 7 o'clock Block Island bore N. W. by North. at half past 8 a thick fog set in. Bore the first two hours East half North. the next two hours East by North. When the water became smoother hauled up the foresail and hove the topmiz to the mast and was in the act of passing the lee forward when she struck at 11 A. M. Driver saw the land till within one minute before she struck. hove the wheel hard up the topmiz being aback and set the foresail to try to back her off. but the sea heaving in, as the tide flowed she was driven further on. at 4 P. M. all hands came on then but one and he remained on the wreck all night. Could not board the Brig until the next forenoon, and then found her full of water but no salt to be seen.

On the 13th the Captain went to the beach and engaged a lighters with laborers, and returning on the next day they proceeded to ship the wreck, having accomplished