

fathoms of water. Cut away both anchors and
paid out all the chain. A tremendous sea
was making a clean breach over the vessel. Found
she did not bring up, cut the starboard fore
lanyards and cut away the foremast which fell
taking the main mast with it. Cut them
clear of the vessel and the anchors fetched up
and held her. Ripped a heavy sea which
took away stem boat and hearts filled the
cabin, rigged the pumps and pumped her
out and found she was still tight. On the
morning of the eleventh the wind moderated
a little and the fog lifted some. Saw the
South Shoal breaking within two miles
of us bearing N. S. W. A tremendous sea
rolling from the N. E. and the vessel rolling
and laboring heavily. At 12 o'clock
the wind moderated and the sharp sea
subsided to a long heaving swell. At sunset
had a light breeze from North East. On the
morning of the 12th had light air from the
South East, rigged two jibs and
up the anchors and set the light sails and
boats sails and pieces of the flying jib. At
noon 1st saw the South Shoal bearing
N. S. W. breaking heaving four miles distant.
At 2 P. M. September 11th the surveying
schooner Cullatin took hold of the vessel
and towed her to Wood's Hole where they
arrived at 4 P. M. and the Captain
went on shore and made his protest.
On the 15th was taken in tow by a steamer
bound to New Bedford and arrived on
the afternoon of the same day.

And the appraisers also further
generally declare that said vessel at the
time of her sailing from Portland aforesaid
upon the said intended voyage, was light
staunch and strong and her hatches
well stowed sufficiently stowed and

secured and was well and sufficiently manned
provisioned and furnished with all things useful
and necessary for said voyage and that during
said voyage the said appraisers and the rest of
the crew used their utmost endeavors to prevent
the said vessel and the goods of her loading from
every injury or damage.

And the said Daniel O. Davis did
declare to protect ^{the vessel and the goods on board} ~~the vessel and the goods on board~~
publicly and solemnly protest against the bearing
gales, head and strong winds and high seas
before mentioned and against all and
every person or persons whom it shall or
may concern, and do declare that all the
damages, losses, injuries and detriments that
have happened to the vessel aforesaid and to the
goods of her loading or either of them or any part
thereof, are and ought to be borne by the merchants
and freighters thereof or whomsoever else it
shall or may concern, by way of average or
otherwise, the same having occurred as before
stated and not through the insufficiency of said
vessel or the neglect of the said appraisers or
any of the crew on board.

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In faith and testimony whereof
their appraisers have hereunto subscribed
their respective names being first duly sworn
as aforesaid.

D Omer Davis Master
Cyprus Hodgdon Mate
William Harrington Steward

And I the said Notary have hereunto
subscribed my name and affixed
my Notarial Seal of office, at the
City of New Bedford aforesaid this
10th day of September in the year
of our Lord 1854.

E. L. B.

Wm H. Taylor
Notary Public