

At and Departure from St. Johns, Porto Rico

He offered me every assistance as far as lay in his power, for any thing I might need, which not having occasion for declined, and regretted my early departure would not give him an opportunity to extend his civilities farther. At 4 P.M. Capt. Tuley and myself came on board and in a few moments after the Pilot, who got the Brig under weigh, and being an ignorant jack ass, run the vessel aground on a hard bottom, being a point making out from the fort and barracks. The sails were again furled and the Kedge and Haused run out and hove upon, but all endeavors to start her proved fruitless. The Pilot left us, and returned to the shore.

Wednesday 24 At 1 A.M. hove again but without success. At 6 A.M. the Mate went and borrowed Capt. Caulfield's Long Boat of Brig Sally Ann of Salem Mass. and carried the Starboard Anchor out. At 10 A.M. Capt. Tuley and myself went on shore. The City of St. Johns has nothing remarkable about it, more than its being strongly fortified and a good harbor. Like most of the towns and cities in the West India Islands it appears to be on the decline & decay, and only shows what it once was in times gone by. It is a walled city and the streets are narrow and contracted and badly paved. There appears to be very little business doing here. I should not think the place contained over 6000 inhabitants, Whites and Blacks. At 4 P.M. Capt. Tuley & myself came off and another Pilot was sent on board when the Brig was hove off, being high water, and at 5 P.M. got under weigh and stood out of the harbor. At 6 P.M. discharged the Pilot and shortly after at the Mouth of the harbor the Yawl went adrift, which could not be saved without endangering the vessel. At 7 P.M. the Mow Castle bore South

From St. Johns (Porto Rico) for New York.

and I commenced Nautical Computation beginning Thursday November 25th at 3 P.M. making 16 hours in the first days work. Continuous fresh breezes and pleasant weather. At Sunrise no land in sight.

True Course N 11° W Lat N 19° 34' Long W 66° 20'
Friday 26 Fresh breezes and fair weather. I find a material difference in the motion of this vessel & the Congress.

True Course N 22° W Lat N 21° 21' Long W 67° 05'
Saturday 27 Fine breezes and fair weather. The sky sometimes overcast with fleecy clouds. Wind from the Eastward.

True Course N 27° W Lat N 22° 32' Long W 67° 45'
Sunday 28 Clear pleasant weather. Sail set to the best advantage with the wind N.E. and steering N.N.W.

True Course N 25° W Lat N 24° 14' Long W 68° 37'
Monday 29 The first 12 hours clear pleasant weather with all set and the wind S.E. The remaining six hours the sky partly overcast with long, light, white tail clouds.

True Course N 23° W Lat N 26° 00' Long W 69° 23'
Tuesday 30 First 12 hours pleasant weather and steady breeze from S.E. with accumulating clouds. At 3 P.M. saw a Brig steering to the South & West. Remaining 6 hours, cloudy with squally and rain, and the wind hauling to the North West. At noon took in light sails and double reefed the Topsails.

True Course N 23° W Lat N 27° 38' Long W 70° 14'
Wednesday 1st December. First part fresh breezes and cloudy weather with a Northerly wind. Middle and latter part fresh gales, clear weather, a rough sea and wind N.W.

True Course N 51° E Lat N 28° 28' Long W 69° 03'
Thursday 2 Continues fresh gales from the N.W. and flying clouds with a large sea. At 2 A.M. furl'd the main Course & fore Topsail and Tysail and close reefed the main Topsail & reefed fore Course. A full rigged Brig past us at 9 P.M. steering to the S.W. Ends stiff gales.

True Course N 51° E Lat N 29° 12' Long W 67° 53'