

From St Johns, Porto Rico, for New York.

1850
Friday 3^d December. Continuous fresh gales until sunset when it began to be more moderate. At 2 P.M. came to the Westward. At 8 P.M. set the Fore Topsail double reefed. At 9 P.M. turned a reef out of the Main Topsail and set the Main Course. Midnight set the jib. At 6 A.M. made all sail. Latter part moderate with the old sea still running.

True Course N 80° W. Lat N 29° 25' Long W 68° 58'

Saturday 4th First part light winds and cloudy weather. Middle part calm. Latter part light breeze from the Southward and Westward.

True Course N W. Lat N 29° 55' Long W 69° 09'

Sunday 5th Begins light increasing breezes from the South and West and cloudy weather. At 1 A.M. saw a ship steering to the N.E. Middle and latter part moderate breezes and cloudy weather with some rain squally from S.W. to West.

True Course N 42° W. Lat N 31° 07' Long W 70° 28'

Monday 6th Commences with strong increasing breezes and cloudy weather. At 2 P.M. the two ends of the best hawser were rove for Main Topsail Sheets. At 3 P.M. the Top G. Sails were furlled and the Topsails single reefed. At 7 P.M. the jib was furlled and the Topsail double reefed and furlled. At 9 P.M. the Topsails were double reefed and the Main Course furlled. At 10:30 the Topsails were close reefed. At 11:30 P.M. the Fore Topsail was furlled and the Fore Course reefed and we scudded under that and the close reefed Main Topsail before the wind which was from the S.E. and blowing a gale. For myself I was up until a little past 4 A.M. when I came down in the Cabin and dozed a little, lying on the locker, when Capt. Sales called the Mate & myself being then 4:45 A.M. and going quickly, if the companion way stairs, found the vessel nearly on

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her beam ends and the water pouring over the top of the companion way the Captain and Helmsman holding the tiller hard a weather, and blowing a gust of wind that threatened to destroy every thing at once, when both boats were taken short off in the cap, and shortly after the Brig righted, and regained the action of the ladder which for ten minutes before was rendered powerless. On righting the Fore Yard was broken about four feet from the Rings on the Starboard side. The Fore Topmast, Top Gallant Mast and Yards fell so that they were laid alongside the Starboard Fore Rigging and the Main Topmast Top G. Mast and Yards alongside the Starboard Main Rigging. All hands employed in clearing the wreck as fast and as well as possible, which was a dangerous and difficult job, and in using the best means for the preservation of our lives and vessel, as the Sea continued to run mountains high and the wind to blow a tremendous gale.

At 11 A.M. the Main Yard fell on deck and partly overboard which we succeeded in clearing away and let go adrift, with the Sail attached to it took into the water although furlled. Remained at noon with no abatement of wind or sea keeping dead before it, with the Starboard Yard arm of the Fore Course and about half of the sail hanging to it, and the Fore Topmast Top G. Mast & Fore Topsail Yard lying in the Fore Rigging and on the side being unable to clear them away as the Sea runs tremendously and at times makes a complete breach over us. No Observation.

True Course N 16° W. Lat N 32° 59' Long W 71° 06'

Tuesday 7th December. Continuous a severe gale from the Westward and a mountainous sea, and but little abatement through the night. Scudding under her lower masts, and the vessel very laborious and shipping great quantities of water. After daylight the weather became more moderate, and all hands went to work getting the broken Fore Yard on deck