

From St Johns (Porto Rico) for Bermuda, (in distress)

and the rigging and spars clear of the Iron Rigging and clearing the wreck in the best possible manner. Ends a fresh breeze and rough sea & moderating slowly.

True Course $S 75^{\circ} E$ Lat $N 32^{\circ} 35'$ Long $W 69^{\circ} 19'$

Wednesday 8th December Commences more moderate & pleasant weather. All hands employed in clearing away and getting whole and broken spars and rigging in board snugly secured so as to be able to make some sail when the weather will permit. At sunset had the upper masts completely stripped and the rigging and spars, whole and broken, on deck. Cleared the Spencer and set it. Through the night the wind moderating and a bad sea and swell continuing, causes the vessel to labor much. At 6 A.M. hoisted up the Spencer and set the lower flying sail to the Foremast as a Square Sail. Latter part light winds and pleasant weather. All hands employed in the forenoon in fitting a spare Fore topmast, getting the Tysail Boom rigged so as to set the Tysail and other work necessary to expedite making the vessel under manageable sail. Having found the rigging so broken and cut to pieces, and want of sails, and the impossibility of reaching a port in the United States in our wrecked condition at this season of the year concluded best to endeavor to reach the Island of Bermuda, being the nearest port, to refit the vessel, and considering it to be for the preservation of our lives and safety of the vessel and interest of all concerned. True Course $S 79^{\circ} E$ Lat $N 32^{\circ} 24'$ Long $W 68^{\circ} 12'$

Thursday 9th Commences moderate breezes and pleasant weather. Sent the Fore Topmast aloft and set the rigging up. At 7 P.M. the wind increasing, reefed the Tysail. Hauled E.B. with the wind S.W. Middle part strong gales. At 4 A.M. the wind increased to a heavy gale

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from St. Johns. Balmain reefed the Tysail and reefed the Spencer and lay too. These being all the sail we could set at present and they in poor condition. At 10 A.M. got the Jibb in board from off the St. Johns. Latter part blowing a strong gale and a heavy sea.

True Course $N 75^{\circ} W$ Lat $N 32^{\circ} 40'$ Long $W 67^{\circ} 10'$

Friday 10th December Commences strong gales and cloudy weather with some rain squalls and an ugly sea running.

At 5 P.M. the wind centered towards the North West.

Middle and latter part wind more moderate the water clear with flying clouds and a bad sea running.

True Course $S 56^{\circ} E$ Lat $N 32^{\circ} 23'$ Long $W 66^{\circ} 40'$

Saturday 11th Continues fresh breezes and a rough sea. Still lying too being unable to get the Brig under manageable sail. Much the same through the night. At daylight became quite moderate and the sea something smoother. At sunrise commenced refitting and at noon had a Fore Topmast Yard aloft and the Fore Yard fitted and ready to be sent up. Ends light winds from the Westward and pleasant weather.

True Course $S 43^{\circ} E$ Lat $N 32^{\circ} 02'$ Long $W 66^{\circ} 17'$

Sunday 12th Commences light winds and pleasant weather. At 1 P.M. got the Fore Yard aloft and at sundown had a Fore Topmast bent and set, and the T.T. Stay sail and jibb. At 5 P.M. set the Tysail and Spencer. Bent the best lower cable and overhauled a range. Middle part strong breezes. At midnight close reefed the Fore Topmast and reefed the Tysail and hauled on a wind to the Northward. At 6 A.M. turned the vessel out and squared away E.B. Got a Topmast Yard up to the Mainmast and set a Topmast with a reef in it, in lieu of a mainsail. Also got a Main Top Mast up in lieu of a Main Topmast. Latter part fresh breezes from W.N.W. and pleasant weather.

True Course $N 78^{\circ} E$ Lat $N 32^{\circ} 02'$ Long $W 65^{\circ} 45'$