

Journal

in the Jamaica Sherry.

from Jamaica to England.

Anno 1797.

in the Minerva, Hardy

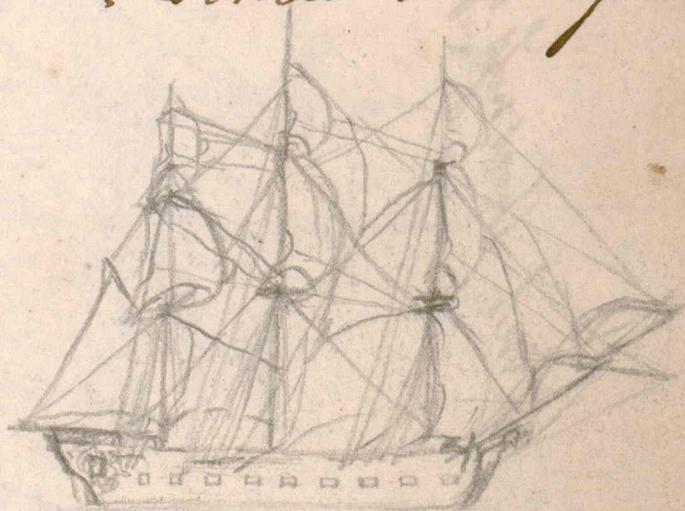
from Jamaica to England

Anno 1802.

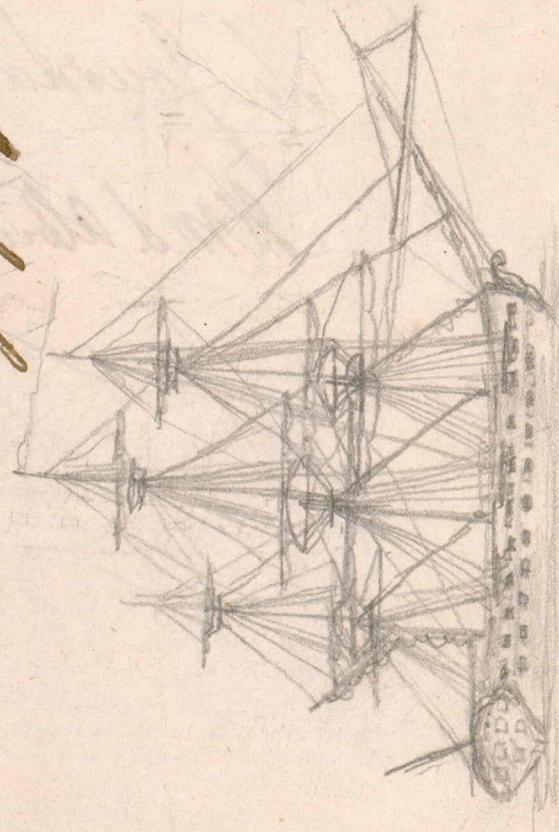
700

William Perry
Sea Journals

HMS Albion 16 guns



Y.Md. Shetlands of N.Y. Jan 2



Map of the world.

Scale of 20 miles per degree.



Journal of a Voyage in the Ship *Jamaica*
William Sherry, from Montego Bay
bound to London

July 17th About 3 P.M. came on board with two others
18th Sherry & the remaining passengers soon followed
Mr. Chalford Esq. of Braco - Mr. J. Telfer
of the Bar - Mr. Howarth, Mr. Richards &
Coln Edwards of 17th L. Dragoons - we also had
29 non-commd Officers & privates of that Regiment
on board & 10 hands including everyone save
the Captain - A Mr. woman & a young boy
also 1 child with the Dragoons, in all 60 souls.
About 5th signal was made for masters to
come on board by the Albion & the weatherwrs.
Ship to bear down - I soon after signal to make
sail - we sent on board for our instructions
I along with them received a red broad pend.
orders to lead I repeat - Fine breezes
from Eastward, ship standing N.W.
light winds in the night & calms with
some rain - we tacked at 12 P.M.
again at 4 A.M. At daylight Rose
Isle about south of us

2 July 18th. Albion made signal for us to
bear down to speak her at 6. which
was answered - At 9 Am. fresh breezes
we have beat every vessel in sailing
hitherto, tho' commonly only under topsails,
forsail, gib & F. S. stay sail & mizen &c. with
Spanker - during the night hauled down.
Gib & Spanker - At 9 Am set top & g. sails
At 8 Am. Signal for Leeward ships to make
more sail to windward & at 10 for
stemmost ships to come into the body of
the fleet - 33 sail in sight.

19th. At 1 P.M. Signal for ships that may
have passed & joined to answer, in conse^q:
of ship being far to leeward, suppose the
Canada. & at 2. to bring to & lay
by & for masters to come on board on
same acct. - Master bray, bore S.
2¹/₂. Convoy to leeward together
At 4 P.M. fresh breezes
5¹/₂. Signal for weathermost ships to
bear down - At 7 very fresh breezes -
At 8 P.M. tack by signal, lying on
this course from N.E. to N.W.

July 19th. All night very hard breezes with
heavy Squalls of Thunder Lightning &
rain -

very dirty morning. close reef'd topsails
squalls of wind & rain - Ships much
dispersed. At 6. ^{am.} Signal to close. & we are
at 18th P.M. signal to make more sail -

At 9th. dots close I wear

at 11th dots wear - fresh breeze but
more moderate than before. - (Amid)
Schooner Mercury on the bow

July 20th. 31 sail in sight
At 1. Signal to shorten sail -
laying SSE.

At 6th P.M. Signal to gather round the
leading ship - Strong breezes & high gale
this afternoon - At sun set just saw
high land bearing S. - At 12
Signal to tack - Moderate night. lay
NNE. - At Day light we were to windward
of all. At 6 signal to tack - lay SSE.
Signal to make more sail - We have
much to complain of the leaders of ships -
frequently (indeed always) under close
reef'd topsails, when they might often carry
topgallants particularly being very far astern

July 20th lay S E by S. Pleasant breezes -
Shower of rain at 9 A.M. At 10 Salta marsh
hile bore SW by S dist ab 8 leagues - At 11
signal to make more sail - 30 sail in sight
July 21. Put about at 12 P.M. Rio bueno bearing
S S E dist ab 8 miles - At 3 signal for Leew
Ship to make more sail - lay N by E. -
At 4 signal to tack. lay S S E. -
at 5 1/2 P.M. do to gather round the lead ship.
Rio bueno bore S S E dist 12 miles -
At 6 signal to tack - 30 sail in sight -
Stood off all night with moderate breezes
Cloudy morning - At 6 A.M. signal to tack
laying from S S E to S S W. 33 sail in sight
At 6 P.M. signal for Leew Ship to make sail
to windward - Mercury still continues -
At 9 signal to make more sail -
At 10 do to make all possible sail - I
am sorry to say these signals are very
ill-complied with by most of the ships -
we had - 3 topsails, M & F. G. sails, fore &
fore S. mast staysails: Brozen, main & m. S. mast
staysail gib set I went a head of all -

Our party began now to beate tolerably well recovered. Mr Howarth was much the worst.

July 22nd. At 2 pm. Signal to shorten sail - mod. breeze. At 5 Signal for weathermost ship to bear down in the wake of some of the Convoy - Suppose St Ann's Bay bore SSW by E. dist 12 miles - At 6 Signal for Convoy to attend the motions of the leading ship during the night - The Child that was on board was this evening sent on board the Breadalbane for which vessel she was intended.

Galinia point bore E. dist 25 miles - At 8 signal for tacking. lay 15° ENE. Moderate all night.

At 6 Am. Signal to tack. lay 15° E. - At 10 Smart squalls of rain. - Signal to tack in half an hour & to close together quite calm put about by signal at 11. - At 12 reckoned 43. Suppose the Salamanca ships to have joined I also suspect at 11.5. Currents -

Spoke the Dale, Atkins, all well

July 23rd. At 1^{1/2} Pm sign'd to shorten sail
with one signal & a gun - Spoke the ship
Georathan, Warden, all well - Spoke the
Mary Salt, all well, & the dounes of saw
la man - Heard from the latter that Mr.
J^r Wedderburn died the 19th. As great
a smash in money affairs, as ever Jamaica
knew - At 4 made sail-fresh
breezes - Lay 118. At 5. his M^r. Hoots the
Horn join'd, having convoy'd the Savanna to
the 3^d tides ships -

At 6 spoke the Equestis, hinday from Ia ma,
learnt that the Westmoreland & Suffolk were
missing - Lay 15 by E.

At 12 put about - the Commodore being astern.
Few very near in shore we made the signal,
which he answer'd - lay N. E. - Moderate
night - At 6 A.M. signal for tacking lay
E. - fresh breezes -

At 7 signal to close & at 7^{1/2} do for convoy
to proceed on their course, the ships of war
acted otherwise - Spoke the Albion
informed that the Horn would take charge
of the convoy, she should proceed to Port Maria
Saw the Westmoreland 43 sail in sight -

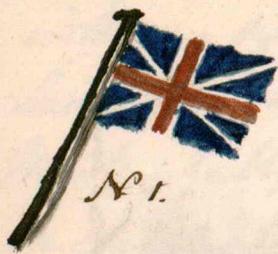
land just below Martha Brae - dist 15 degrees bearing NWSW

Bluff of land above Rio Bacos bearing SW ~~but~~ 12 leagues -

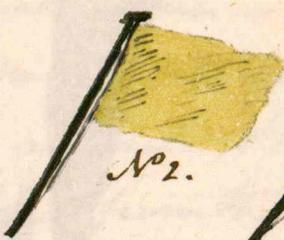
Golino point bearing SE dist 8 leagues -

Mr Diablo. bearing S. as seen from sea, Monsigny bearing South, dist about 10 miles

Signals from the Albion, Capt'r Foster -



N^o. 1.



N^o. 2.



N^o. 3.



N^o. 4.



N^o. 5.



N^o. 6.



N^o. 7.



N^o. 8.



N^o. 9.



N^o. 10.



N^o. 11.



N^o. 12.



N^o. 13.

July 24th At 12th sign'd for ships that have
parted and join'd against answer

At 1 PM. I pass'd Bayonne by E. dist abt
10 miles - & remarkable white cliff about
White River in sight, (abt South) which from
Sea looks much like a large white house.

Galigna point abt 6 Leagues to the SSW by E.

Two Ships came out of Ora cabecad stood hld.
At 5^{1/2} PM, being close in put about to avoid
being becalm'd. Galigna p bearing E. dist
about 10 miles - At 6 sign'd to watch the
motions of the leading ship during the high
Stood down to the compass dove - At 6th Stood
in again - Beccalun'd ale night -

At 7 AM. sign'd to close. The current
appears to have set us about 10 miles
to the NW of our position last night +
entirely calm. At m'd Sch. Harlequin on
our Starboard Quarter - The Informaⁿ
from the Albion, that she was going to Port
Maria & the Photon would take charge does
not appear to have been correct, The Photon
having parted & the Albion side with us.
At 8 the Albion went in close to the N.W.
I made a signal for an enemy in sight, &

8 for the ships to bear down in our wake, with a
gun - Echo his bow do dist 10 miles

At 11 AM a light breeze sprung up & the
Albion returned from his chase & made
the signal for convoy to close.

Some ships appear to have got to windward
as there are not so many in sight as yesterday
(when it cleared, saw the whole)

July 25th. Signal for ships ahead to shorten sail
45 present - The Horn signal coming from
the now with a puff of sail & signals -
a brig in company. The Horn's signals
were first to close, to shorten sail ahead,
to gather round the leading ship - A brig
in her company, which proves to be the
Conquest AB. Mod. breezes - At 6
began to freshen - Hook'd a shark but
lost him -

At 10 PM. Signal to tack - mod. night.
at 5 AM. do do 't' at 7 put
about flat & stood in again - Squally
again -

Rather lost ground - Dennis bows by 11
dist ab 8 leagues

At 9 - Signal for Aste[r]n most ships to make
more sail - reckoned 51 present

At 9^{1/2} Signal for ships ahead to shorten sail
At 10^{1/2} stood off again - Signal for ships
astern to make all possible sail - At 11
a gale of wind & rain

July 26th Signal at 12 for convoy to close, with a gun.
Stood in - At 2 Signal for ships astern to make
more sail - strong breezes & squally - At
5 P.M. Signal to close & watch motions during
the night. Blew very hard - The Prescot
(Lord Rodney's ship) was run foul off & lost
her gib boom & cutwater & made signal of
distress & stood in for St. Ann's - The Thetis
lost her main top mast, & got up a jury mast.
The Union of Bristol carried away her gibboom.
Put about at 7 & at 8 pm stood off for the
night - severe thunder lightning with rain
grew moderate towards morning - At 5 Am.
Took'd - Saw Cuba plainly - caught a young
shark - Signal for ships to windward to
bear down & those astern to make more sail.
reckon'd only 37 sail - Spoke the Westmoreland
informs that the Suffolk, Lucy, went into Green-

10 Island in distress, having 5 feet water in the hold & sinking fast.

July 27th. Strong breezes & very hazy

at 5 P.M. Signal for Convoy to close & stern. Ships to make more sail. Stood off from 5 P.M. Moderate night.

Smart squall with rain at 3 A.M.

at 5 thick fog from the S.E. clear'd at 6. only 27 sail in sight including the Albion & Mercury. At 8 saw Cuba, suppose

the Coppershills, bearing N. At 10 A.M.

Signal to tack. Spoke the Louisa, Boats.

Signal for ships to close. Light wind.

July 28th. At 2 P.M. Signal for weather.

Ships to bear down. Tumbling head sea.

at 5 P.M. 36 sail in sight. Fresh breeze &

Moderate night. At 6 A.M. Signal for sternmost ships to make all sail.

34 sail in sight. At 7 A.M. Lums Bay bore S by W distant 10 miles.

Galina & bore E S E. dis^t 30 miles.

At 11 A.M. the Albion made signal for

Shortening sail with our pendant & fore part.
Ships of war to take charge of the Convoy - Queen
is meant for us - (she herself keeping away to the N.)

July 29th. At 5 pm signal for convoy to close
abreast for ships to windward to bear down & watch
motions during night - Pleasant breeze lay
N 8 by E. At 8 pm grew calm -

At 4 AM fresh breeze sprang up - At 8 AM the
Jamaica joined - 31 sail in sight all day light
cloudy morning - At 6 AM tacked - lay S 56 E
at 10 AM. the Jamaica went to leeward -
Cloudy weather

July 30th. At 9 AM. Signal to tack & ships astern
to make more sail - light winds

Lat. ob. 19.3 - Moderate evening - & night
At 5 AM. signal to tack - the Jamaica made
signal for Albion to take charge of the Convoy.
Capt. Brooking spoke us & requested we would
continue to show light by night & repeat
signals & make the best of our way to the
Mole. Informed us that the So. side ships
sailed the 25th from P. Ant. under convoy of
the Quebec & James - that he was going
to P. Ant for four or six vessels that

were still there & I desired us to speak the Albion & inform Foster thereof - Saw Cuba plainly - afterwards learned from C Foster it was land to the W. of St. Jago

At 7 Signal for ship's a head so shorten sail & in half an hour 8° to bear down in the wake of the lead ship with a gun

31 Sail in sight - Thick cloudy morning - Spoke the Union Island - All to the Nancy of Liverpool spoke us I brought by desire off Brooking a report of what he said this morning - Made signal to speak the Albion & lay too - Spoke the Mary Douglas

July 31 - Spoke the Albion & informed him of what Brooking said - Capt Foster laid on board by invitation & I am sorry to say, we all of us got nearly drunk It was the first time & I hope will be the last - Capt F. said he should proceed first to Port Antonio as he did not think a verbal message authorized his going on At 8 AM we put about being close in with the land abt 8 miles below to Anto

Galina p bearing NNNW. The Jamaica
appeared to windward bearing down - At 8 signal
to close. fresh breeze. Stood off on
waiting for the departure of Port Antonio -
Spoke the Dale - As Capt. Atkins was about
leaving a Boat ashore, he order'd her along
side & Adj't. Koycraft went ashore without
letters &c. Spoke a Philadelphia man
from Anatto bay, on board of which was
Chas Moulton.

Aug 1^o. At 1^{1/2} PM Signal to haul the
wind on starboard tack with a gun - At
2 the boat returned - At 2^{1/2} made sail
p'nto bearg S W dist 5 miles - 3 American
Brigs joined from P'nto. 34 sail in all -
At 5 PM being far ahead put about - Spoke
the Mary Douglas - Spoke the Jamaica at
2, who desire'd us to continue the pendant &c.
At b Stood off again - Began to get our
guns &c in fighting order - At b signal
for Convoy to watch motions &c. At
12 signal to tack -

Morning dirty with fresh breezes -
24 sail in company - At b signal for
weathered most ships to bear down - End
of Jam a bore SW dis° at 30 miles

At 7 am Sunday Signals relative a stranger
on the weather beam who afterwards joined -
Signals at peak - R. W. & Bat Mizen. W. & R. at fore)

Signal again to bear down & several guns -
Soon after do to tack - Breeze slacken'd -

Aug 2d Lat. 06. 18. 20. 118 p. m. I am a vessel
Iby N. East p. bore SW by W. which places
us just to the southward of the Fortmoyos -
The Albion stood to the hoarward for ships
that had passed & fell in with most of
them - 41 sail in sight from the mast
head - but some very distant - At 2
Signal to bear & at 4 pmsd 5°. At 5 for
ships ahead to shorten sail - At 9 pm.
a ship astern made signal to speak us -
Hove too - On coming up she proved to be the
Rebecca Capt Sowden I gave us information
that we were on the Fortmoyos - we
immediately made signal to tack with 3
guns, which was answered - We had
soundings in bdy fathoms for near an
hour I saw the bottom plainly
At 5 am Signal to tack - 39 sail in sight
At 9. tacked - At 11 the Jamaica spoke us to

Sabine's bearing NNE.
distant 40 miles.

NE^E of Jamaica
bearing SE.
distant 10 miles.

Eastern most End of Jamaica
bearing SSW dist. 36 miles

NE Point of Jan.
bearing NW dist. 25 Miles.

Signals from the Albion &c.



No 14.



No 15.



No 16.



No 17.



No 18.



No 19.



No 20.



No 21.



No 22.

inquire of last night's affair - Won ship by
signal - Lat ob. 18.45. -

Aug. 3rd At 2 pm signal to tack & at 4 to
very variable winds & puffs - At 5 signal
to close - Spoke the Charlotte, Campbell, from
Kingston to London - from the appearance of
this brig I do not think she will ever get home
the Captain even did not know if the signal
that was flying was red or yellow -
At 6 signal to tack - nearly calm all night -
At 6 AM. signal to bear down - At 7 the
Albion made signal for an enemy & went in
chase - signal to tack 40 sail in sight -
Lat ob. 18.50.

Aug 4th. All the afternoon quite becalmed
with an unpleasant gale. At 6 signal
to shorten sail - light winds thro' the night
At 12 signal to tack - Showers of rain before
day - Calm cloudy morning. 41 sail -
at 6 signal to tack. Lat ob. 19.4

Aug 5th Signal to shorten sail & speak with
us - At 5 pm signal for all masters
to repair on board the Commodore.

16. I accompanied Capt^r Therry - Capt^r Brooking
complain'd very much of the inattention of
signals of which I must say there was great
room to complain. I seen'd very much hurt.
Call'd on board the Dale & found all well -
the stench on board this ship is most shocking.
continued calm all the remainder of these
24 hours - At day light 45 sail in sight,
some very far to the N.E. At 9 we had a
light squall from N. but soon over -
Signal for ships ahead to shorten sail & those
astern to make more. At 10 Signal to tack.
Lat. ob. 18. 58.

Aug. 6th. Capt^r Heard of the Watt came on
board to dinner. At 2 Signal to steer ENE.
calm - Spoke with Capt. Moulton on board
the Amity of Philadelphia, who soon after
came onboard. Remained calm till abt
2 A.M. then had a favorable start
At 5 Signal for convoy to close. Sat 7 Signal
to tack. 43 sail in sight from mast head,
but much dispersed -

17

On this tack we lay only S by W. but suppose
it is continued to look for the Al'scire who
has parted. Signal for weather com. Ships to
bear down — Lat ob. 19. 3.

Aug 7th. A frigate joined from the NW & another
(we suppose) was on the larboard bearing —
very distant — At 1 signal to tack. Lat
1^o wind came off from the N.E. Signal to
haul the wind on starb' tack — The
Jamaica spoke us & desired us to steer E by
S. as it was of no use to make the signal
for it would not be understood — In the
afternoon we had the wind from S I made
a good stretch — Signal to close. At night
fell calm — At 12 had the wind from N.E.
tack'd to the south ward — At 5 AM signal to
tack Lat b do to tack to the S.W again — At
Day light saw land bearing N by E. which we
suppose to be C. Nichola. dist 10 Leagues —
the frigate parted — 40 sail in sight —
Spoke the Mary. Douglas.

Lat ob. 19th. 18.55.

Aug. 8th. The Jamaica had al^m m. 7^{hrs}. quite out of sight to the Sast^W. - the Albitore was seen to leeward - but dist. Spoke the Penelope Spinks from P. Ant. to Liverpool. Says he thinks the land we see is about Cumberland harbour in Cuba - grew light wind - At 5 Pm signal to shorten sail - fat b d^r to close. -

Spoke the Mary, Gal^r. the Jamaica joined again - at 7 quite calm - had a mod. breeze throughout the night - Saw land at Day break bearing NNE. dist 10 Leat. Soon after had it bearing NNW. dis^r 20 leagues. but were doubtful if one was Cuba & the other St Dom^r or if it ale joined - Signal to close & for stemmost ships to make more sail - 44 sail in sight - At 8 signal for ships to leew^d to make all sail & for ships ahead to bring to - By 8 Am we discoverd it to be all Cuba land, I conclude it extends from Cumberland

bears N by E
dist 20 Leab.

Saddle
hill

bears N by E

about Puerto
de Orchids

at: Ocoa Mts
or Iffing bay.

bears NNE
dist 10 Leab.

Cab Bueno.

Mount C. Donabedian
bears S by E 20 Leab
of Saylantin Gorge hill in lan c)

Bearing flags.

to be hoisted at the Main
with each the others at the fore.



N.



S.



NE

& NNW.



SE.



N.



ESE

& ENE.



NW.



E.



NNW

& WSW.



SW.



W.



SSW.

Additional Signal from the
Sheerness Capt. Cornwallis



Sign (Spencer) Countersign (Howe)
No 23.

Harbour to Ocoa bay say Cape Bueno.

19

At 11 the Jamaica went in chase of two
ships in shore. Albion made signal to
shorten sail - nearly calm Lat ob. 19. 22.

Aug 9th. Had a light wind which enabled us
to lay up E. At noon sun set saw land
bearing S, which I conclude to be Grand
ance ab Cap Donna Maria, I soon after
saw land bearing S by S very distant
which must be Cap Nichola - Signal to
close - At 7 signal to tack. At 11
pm had a very severe squale from the
forward with smart lightning - At day
light had 40 sail in sight - from the
bearing of the land we seem to be much
in the same place as yesterday - At 6
signal to bear down at all 9 dots to tack -
Lat ob 19. 18.

Aug 10th. Made our signal to speak & do for
ships astern to make more sail - Set all
sail - At 6 pm quite calm. It is evident
we have fallen to leeward very much
these last 12 hours - Signal to close

At sun set saw land bearing S. & it
certainly must be Garrison. Cross hile in
Jamaica instead of C. Donna Maria as
mentioned last night - At 7 P.M. signal to
bring to leeward. A mod. breeze thru' the
night - At 2 Am. tack'd to S. At day
light pretty close in with the land -
40 sail in sight - At 11 signal to shorten
sail Lat 11° do for ships to leeward to make
all sail -

Lat. ob. 19. 30.

Aug 11. At 2 Signal to tack & at 3 do to
shorten - At 4 P.M. do for ships astern.
to make more sail - Mod. breeze At
5 Signal to close. At 6 had a light wind
from the land - which enabled us to lay E. -
Severe thunder & lightning - At 10 P.M. it
fell calm - At 2 Am Signal to tack but no
wind - At day light found ourselves in the
same place as yesterday morning -

39 sail in sight - Spoke the second
Admiral - light winds

Lat. ob. 19. 23.

21

Aug 12th. At 2 pm Signal to tack - light winds all the afternoon - falling to leeward fast - At 5 Signal to close. - Calm - At 2 am Signal to tack - had a light wind thro' the night. 38 sail in sight - Sile falling to leeward - Signal to close. Mod. breeze

Latt ob. 19. 20.

Aug 13. Signal for ships to leeward to make all sail to windward - At 1 Signal h to ware. At 5 Signal to close.

The Jamaica has not been in sight since yesterday afternoon - On the night having a light wind off the land Tacked, tho' no signal. - Seem to have drawn to windward this night - at daylight 36 sail in sight - nearly calm At 10 am mod. breeze.

Latt ob: 19. 32.

Aug 14th - At 2 P.M. signal for ships ahead to shorten - At 5 D. to close. fresh breeze thru' the night - At Daylight we were very far ahead only 28 sail in sight

the Blue Mountains on form a bore
so far distant about 40 miles.

very dirty weather - At 9 put about
as the fleet appear'd to be laying to - Spoke
the Rebecca, Towden - Signal for us to
shorten sail - At 10 do for ships astern
to make more sail - nearly calm -

Aug 15th - Shot a large land bird, which
just flew on board I was caught - Name
unknown - Something of the Galding
Species, but dark & speckled - Galina
p bore SW. dis 30 miles - the same
join'd since morning - At 5 signal to
watch motions &c. Both men of war
stood in shore with a good deal of sail -
At 9 signal to tack - By some mischance
the gun was thotted & the shot went within
3 yards of our cabin, where we were at
supper - fresh breezes all night
Squally morning - Spoke the same
inform'd us he should lay off St. Anti a
day to get water. Capt. S. went on board

very high land on S. side of table
supposed to be just
opposite to upper 25 miles. of
the river.

Continuation.

Jan 1.

Signification of Signals from Albion
Sheerness. Black figures refer to the flags. Red ones,
to where hoisted. Thus 1 S. I mas. 2 M. G. Mast
3 Miz. P. mast. 4 Miz. peak. 5 Ensign staff.

- No. 1. At 1. To put in port, as best able.
At 2. To pass within hale of the Commodore.
At 3. To prepare anchor. if immediately, 2 guns.
At 4. Ships on each quarter to close.
At 5. Masters to bring Instructions on board.
- No. 2. At 1. Ships ahead to shorten sail; if to bring to hale
At 2. To gather round & watch his motions.
At 3. Ship to windw'd to bear down in his wake.
At 4. To Ware. Stern: The ship's first.
- No. 3. At 1. Sail is regulated for the night.
At 2. To Pack. Headm. & weather ships first.
At 3. To haul by wind on Starb'd tack.
At 4. Commnd sees the signal made him.
At 5. To alter course 1 p^c to starboard.
- No. 4. At 2. Ships of war take up Convoy in their stations.
At 3. Ships astern to make more sail
At 4. To bear up for nearest port.
- No. 5. At 2. To haul by wind on Larr'd tack.
At 3. To bring to, when sailing by the wind.
At 4. To make sail, after lying by.
At 5. Alter course 1 p^c to port.
- No. 6. Where best seen. - An Enemy in sight.
- No. 7. At 2. Convoy to act as before, tho' no. of V. do other wise.
At 3. Convoy to keep at greater distance
At 4. Commnd does not understand the signal to him.
At 5. Appointed ship to hoist a Jack at the maind
Lead the Convoy.

Augt 16. At 3 PM I went on shore with
23
Lieut. Hale & to get some plantains &c.
This town of Plantain Hill, is most shabby
least populous place I ever met with -
Scare anything can be procured here - At
same time they have the finest harbour
on the N side of Jam - it is capable of
holding 150 square rigged vessels - The
lower harbour is extremely safe, being
quite land lock'd - there is also a good
battery of abt 24 good guns badly mounted.
The Country round also seems very backward
in its cultivation - At 5 we came off
Signal being made to have the wind on the
Starboard tack - I spoke the same & said he
was not quite ready to proceed - At 9
he made Signal to make sail & spoke us -
desiring we could keep under easy sail & get
up with the convoy who were to windw -
mod. breeze all night, & greater morning
At 7 AM the End bore S. S. E. abt 8 Lea. At
3h sail in sight - At 4h. it bore S by E.
S. S. E. 3 Lea. Light wind -

Lah. 06 18. 20

24 Aug 17th At 5 signal to close round & towards
Evening breeze freshend - At 6 PM the
East wind bore SW dis² b leagues. Mod. breez-
thru' the night. lay SSE. Signal to shorten
sail at Daylight. Saw the Isl of Jan. bearing
WSW dis² 12 leagues. light air - 38 sail -
Spoke the Watt. Capt. Head came on board
to read the news papers. C. Moulton also
came on board. the Albicore joined & the
Big Breadalbain - At No. Calm.

Lat ob. 18 -

Aug 18th

Set the current & found it run slowly
to the NW. All the afternoon calm - had
a breeze part of the night - At daylight
Cape Tiberon bore ENE. dis² 14 or 15 leagues.
Signal to tack. Dr for ships astern to make
more sail. Moderate breeze -

Lat ob. 18. 6.

Aug 19th Mod. breeze. At 5 PM made
the havasa bearing ENE. Signal to close -
towards evening wind grew light -

East end of Jamaica
disjigges -

Eff.
5 weeks.

about Port Royal.

Cario bowles

Manchionel

No. 6
haz. May

Signification of Signals - from the Alberc
Sheets. Black figures refer to the flags - the red
ones to where hoisted - thus 1. fore mast. 2. main
mast. 3. mizⁿ. mast. 4. mizⁿ. peak. 5. ens^t. staff.

- No 5. At 3. Convoy to make all sail possible on the p.
denoted by the bearing flag -
- No 9. Ship Jamaica, (Henry's), Signal -
- No 10. To be hoisted with all signals for merchantmen -
- No 11. Alberc's signal to any ship that might pass
- No 12. Do's own Signal -
- No 13. Ship Jamaica's (Henry's) pendant -
- No 14. At 1. Land discovered -

Fore & m. shrouds. being over pulld with sail it cannot
keep company.

At 3. Want boats to tow.

At. Miz F. m. shrouds, In distress but not wanting in ^{to} assist.

At. M. Sh. Do. In distress & obliged to part company.

No 15. At. Miz F. m. Do. do want & immediate assistance.

At. M. G. m. Do. Do. Want attendance into port.

At 4. Being in danger, or aground, & must be relieved.

No 16. At 1. In a wharf. to speak Commodore.

No 1. At 2. From Merchant Ships. Answer to all signals.

At 3. From Do. Signal not understood -

No 17. At 3. Ship Jamaica (Henry) answer to private sign^c
from Alberc.

No 18. At 2. A particular ship to give assistance to one in distress.

At 3. Do. to take a ship in tow, (to be pointed out by
head flag).

At 4. Convoy to close nearer together.

At 5. A strange suspicious sail seen -

25

calm all night - At 4 AM signal to tack.
at day light Cape Giburon bore E. by S. Dis' 10
Lea. Navasa bore SE dis. 8 miles - from
which we have evidently had a current setting
about NNE. at about one mile per hour. 38 sail
in sight - At 10 Signal to tack. At 11 30 to steer
NE. had a light wind on the quarter -
Navasa bore SSE at m. dis 12 miles -
Lat ob 18.35.

Aug 20th. Mod. breeze - at 5 quite calm -
Capt Athenic came onboard. Cape Giburon
bore SE dis. 12 Lea. tacked at 12. do at
4 - In midwatch had a breeze from N.E. but
felt calm again - At Daylight Cape Giburon
bore S E by S. dis 15 Lea. 43 sail in sight
3 strangers, suspicious looking vessels. 1
brig & 2 Schooners, in the S E quarter - Signal
to steer NE. At 9 Signal for ships tacked
to make more sail - Light air from SSW.
3 Whales saw'd by us - The strangers turn
out apparently to be British Cruisers. I went
to leeward. Lat ob. 19.3 C. Gib. bore SSE.

26 Aug. 21st. At 10 signal for ship astern to make
more ships ahead to shorten sail. Calm...
till nine PM, then had a fresh breeze for
part of the night, but fell calm again
towards morning - we got pretty close
in to port side - One brig went in there - One
of the Dragoons died a day or two ago -
Gonaiive bore E by N at daylight 10 fathoms.
At sail in sight - quite calm
at 11 Cape Maria bore N W by S. dis.
6 leagues, & the Caymanes E S E 8 leat -
Lat. 6. 18. 52.

Aug 22nd We had a light wind from N. sign'd
for ships astern to make more ships ahead
to shorten sail - Light variable winds -
At 5 sign'd to close - Mr Braud, a passenger
in the Am. Scho. Lucy from Hob Bay, agent
of dominica, died on board - In the Evening
had a little breeze from S. S. W. dis Thunder
& lightning - In the night the Jamaica
spoke us & desired us to steer N by E. At
Daylight C. Hecla bore N by E dis. 15 leat -
Gonaiive bore E. dis 8 leat - Since 1 A.M.
had a light wind from Southw. sign'd for
ships astern to make more sail - Soon

Cape Siberon high land seen
over it, bearing ENE
dis. 10 miles.

Cape Siberon bearing N by S
dis. 10 miles.

Mavoda bearing ENE
dis. 10 miles.

Cape Bonne Esperance
bearing SW dis. 10 miles.

Island of Spinaise
bearing S dis. 10 miles.

Land to south of M. Pico's head
bearing N by E dis. 10 miles.

list of the Convoy for England under his
Majesty's ship Sheerness Captain Cornwallis
of 44 guns - Sailed from C. Nicula Mole. 28 Aug⁹⁷

Ship Jamaica - Wyllie for Glasgow. ^{pounds} WRV.
- Mary - - Galt - do BWL 1
- Garthland - — do ~~WRV. 2.~~
- Elizabeth - Fish - do WRV. 2. 4
- ~~Euphrates~~ ^{Euphrates} - Bain - do WRH. 1. 5
- Union - — Bristol RWV. 3

Brig Apollo - Hudson - do RWH. 2

- Rambler - Carby Newcastle - B. 2
- Jupiter - Benson - do RWV. 2. 2

Ship Eagle - Banister Whitehaven RWV. 1

Brig Breadalbane. Goulie - Leith - WBH. 1. 1

- For remainder see forward -

<u>London</u> -	<u>17</u>
<u>Liverpool</u> -	<u>6</u>
<u>Glasgow</u> -	<u>5</u>
<u>Bristol</u> -	<u>2</u>
<u>Newcastle</u> -	<u>2</u>
<u>Whitehaven</u> -	<u>1</u>
<u>Leith</u> -	<u>1</u>
	<u>34</u>

English channel 18
St George's channel 16.

after do to close & for an enemy in sight. 27
Saw two strange Sails - small vessels, under
the Caymanes - 40 sail

At 7 made one signal to have too - Soon
after made sail down signal - bore down
to speak the Jamaica. — Capt^r Brooking came
on board at 11 I soon returned on board -

Aug 23rd At m the platform bore NE dis. 8 miles.
At 2 Signal for an Enemy. Capt^r Brooking dined on
board. At 4 signal to close. At 6 p.m the
platform bore E dis. 15 miles — Calm —
At 9 had a little wind from E. — At 11 am we
saw the ships in the Harbour. At 3 we made
signal to tack. At day light being a few miles
to the N of the Harbour, The wind came S.E.
which enabled us to work in — The body of the
fleet being past the NW. At 9 p.m came to
anchor. — Several Gentlemen came on board. —
At 11 the Shearps 44 made the signal to take
charge of the convoy. Capt^r Sherry went on board
of her. Very heavy rain for some hours.

Aug 24 In the afternoon was on shore & strolled
about under guidance of W O'Conor,
who now joined us as a passenger like g —
In the morning went ashore by myself & by
chance became acquainted at Mad^e. Kean's

Where I was a good deal during our Stay
being a pleasant woman with two agreeable
daughters, to whose politeness I am much
indebted - My principal desire was to become
acquainted with the French, & observe their
manners &c. —

Aug 25. Several Gentlemen did on board —

In the Evening was ashore I walk'd about
the town by myself till 9. Mr. Berry had
3 ladies (all the English there are) & many
Gentlemen on board to spend the Evening,
we did not get to bed till 12. —

At 8 AM the Signal was made 3 guns for holding
a court Martial on board the fleet ship. At
11 Signal for 2 being finished — this kept
all this day — Staid all the morning on board
writing to Jamaica & to England. —

Aug 26. At 1 Signal for all to come board —

This we afterwards found was for them to
take the boats ^{in the night} cut out some vessels from
the platform — Some land forces went also
but the same was blown — Had company
on board to dinner. In the Evening was ashore
I strol'd about Isle 10. Several vessels
drifted out, but all got safe back. —

Grand Prince
Henry Charles Nicholas

Island of Scotland, with the Land of Saint

Somrig seen over it, bearing S E dis' What

List of the Convoy for England, under his
Majesty's ship Queen's - 44 guns - Capt:
Cornwallis - sail'd from Chichester 28 Aug 91.

Ship Jamaica, Willansberry - for London ^{bends} Redm.

- Townshend Addis - do - RWV. 2.
- Mary Ann Smith - do - W. 2.
- Leviathan Warden - do - BWL. 1.
- Equestis Lindsay - do - W. 1
- Louisa Brown - do - RWL. 3.
- Lady & John Walker - do - BWV. 1
- Rebecca Sowden - do - WRH. 2
- Mary Douglas - do - WRH. 3.
- Union Island - do - W. 3.
- Dale Atkins - do - RWL. 1
- Beckford Foote - do - WBH. 2.
- King George Beattie - do - R. 3.

Brig Charlotte Campbell - do - RWV. 1.

- - - - - Flegg - do - RWL. 2.

Ship - - - - - Clunden - do - B. 3. - 16.

- Neil Malcolm Hudson - do - R. 1 - 17

- Penelope Spinks Liverpool - BWV. 3.

- Watt - - - Rob Head. - do - WBV. 1.

- Fame - - - Bennett - do - B. 2.

- Grange - - Watson - - do - WBV. 3.

- Sebastian - - - - - do - WRV. 3

Mankhead.

~~do - BWL. 2~~

Brig William. - - - - - do - WRH. 2. 6

At 8 AM Sheets were made signal, to unmast
the boats to go ashore. — preparing for sailing

Aug 27. In the afternoon went ashore to get
provis. for the Apollo. Had a late night. At
8 signal to unmast. All came off. At 9 signal
to weigh. — the wind would not permit us
to get out — I would here wish to give some acc't
of this town & Harbour, now become fam'd for
treasure & blood it has cost & for the many
Europeans who have fallen from the insalubrity
of the climate heightened perhaps by their own
intemperance — The Harbour is deep & very
capacious. Open to the West only — The Country adje
tund is barren in the extreme — The northern
part is formed by a low Peninsula called Presqu'ile
at the extremity of which is an extensive battery
I port — the So. side is made by Cap-a-Fou — L
ake round is a bold coast. — About a quarter
of a mile round the Town are the British lines
defended by five very strong block houses.
Near which are many very good Barracks, — at
occupied at present by about 2000 Troops, of
which not more than 700 are British. — The
town was by the French defended by two very
strong batteries, but as one of them, if taken,
(which it might easily be) might be turned on the

30. other, the British have dismantled it. The
other is in a very complete state, & an
immense number of Gun & Mortars mounted.
Provisions for the troops are spoiling in the
streets. The Town is tolerably large & very
regularly laid out. But the houses are, almost
without an exception wretched ones. They are
open to the street, the floor being on a level
gives them an air of publicity which seems
unpleasant. They have a good Square with
shady walks, indeed in every street are rows
of fine shady trees. A plan worthy of imitation
by the English. The water also runs in every
street, an inestimable convenience. —
There is but one church & that a very shabby
one. — The inhabitants are dirty in their
house persons, but polite in their behaviour,
& orderly. — Being surrounded with
hills the town is extremely hot & unpleasant.
Nevertheless had not most material business
called me in a hasty to England I could have
liked to have staid a little to have observ'd the
peculiarities of this unfortunate people. —

Aug 28th. At 2 got under weigh but wind failing
we were obliged to drop anchor again at 4. —
At 5 again made sail — very light winds.

38

In the morning we were got up a good bit -
reckoned 47 sail, many of them small amer.
At 7 signal to close & do for ships astern to
make more sail - At 11 had a pleasant breeze
steered NE by N.

Aug 29. Light breeze. At 2 Signal to close.

At 6 quite calm. got well up. Tortuga.

bore E. by S. dis. 10 miles - At 8 had a fresh
breeze from SW for $\frac{1}{2}$ hour, then fell calm
with rain - light air thro' the night -

At Day light fresh breeze from SW. the fleet
lay to - Tortuga's bore S E dis. 10 Lea.

At 7 signal to make sail again - At 8 do to
make more sail - 46 vessels.

wind grew light. Signal to close.

Lat. ob. 20.38

Aug 30. Caught a large shark. quite calm

At 5 light air. Signal to haul the wind on
Starboard tack - At 6 do to bear down -

At 9 had a fresh breeze for half an hour, then
calm again all night -

46 sail - At 8 AM saw Heneago bearing ~~NNW~~
~~NNW~~. Northwesterly from Mast head. please
breeze from SE. At 11 Heneago bore WNW.

Lat ob 21.6

Aug 31. At 4 Signal for Ships ahead to shorten sail with some shot.
At 5 Signal to bear down - at 5½ do that
the Comm^r. had regulated his sail for the
night - fresh breeze all night - At 6 am
Signal to make sail - we run foul of
the Amity, but no damage done. At 8 the
N Caycos bore E dist 12 miles - 47 sail -
Lat ob. 22.12.

Sept 1st. At 4 Signal to close. fresh breez.
Spoke the King George, Beattie, - fresh
breeze all night - At Sun Set saw the
Island of Mayguana bearing WSW. dist.
At 6 AM Signal for Ships ahead to bring
to - Two vessels left us & went to the west.
Spoke the Eagle, Barwise - 44 sail -
Lat ob. 23.22. course N by E.

Sept 2nd our breeze grew light. at 2 had a little
rain - very cloudy - At 4 Signal to close. Lat
5 do to bear down. cleared again & we had a
fresh breeze all thro' the night - At 6 Signal
that he had regulated his sail for the night
At 6 AM made a le sail to speak the Comm^r.
at 8 Capt^r S. went on board of him - Our
business was this - While we were sitting

after dinner yesterday, One Harvey (a seafar^{er})
quarrelled with the mate & received a blow
retumed it - Another (Bunnel) was very
insolent & both mutinous - they were
therefore hand cuff'd together & a sentinel of the
17th put over them for the night - Capt. S. went
on board the Fleets to see if he could get
two in their place, which was accomplished -
their insolence & language I can not repeat -
At 9 Signal to make sail - The Caldicot Castle
took the opp^{rt} of passing, for Liverpool, two
Americans edged away to the westw.

Sat. ab. 24. 24. Course ab N. - 42 sail -

Sept 24. At 4 Signal to close. At 14th Signal to lye
by / At 5 to make sail - the wind grew light &
continued so all night - 43 sail - nearly calm
all the forenoon - Spoke the Dale -

Sat. ab. 25. 1 - Mem: for Sept 3^d read Sept 4th.
All the Dates are one day back from my
beginning the day by mistake when the Sailors
leave off

At Sept 5th. At 4 Signal to close & - At 5 hove
to - At 5th Signal to make sail - At 6 Signal that
he had regulated his sail for the night - Still
light breezes - I nearly calm during the night -
40 sail - Signal to bear down. All the forenoon
light wind - Sat ab. 25. 45. -

Sept 6th Calm - At 5th P.M. light breeze. Sign
for ships ahead to bring to - A Strange sail
passing us to the westward - Pleasant breezes
this the night - In the morning lay to two hours
for the Apollo to come up - the men of war
laying to also - the Amity parted for America
38 sail - Caught some mudder fish for the
first time - Squalls of rain - Lat. ob. 26.52.

Sept 7th fresh breezes all this afternoon - At
4 Signal to close & at 6 Signal that he had
regulated his sail & (say regulating Signal)
mod breezes till 3 AM when smart squalls of
wind & rain - 38 sail - the dull sailors fall
astern fast - At 8 Signal to close - At 9 the M^o of
War hove to & drop'd astern - cleared up a little
& continued to blow a strong steady gale - Cleared
up & lopsails - Lat ob. 28.15-

Sept 8. Came on Squally again - At 1 blew
very hard & steady - Set foresail - At 4th Signal
for ships to wind w to bear down in the wake
of Convoy to close nearer together - At 5th do for
ships ahead to shorten sail - at 5th regulate
Signal - Very Smart Squalls - the night
was very severe indeed the Hemisphere seem'd
on fire - lightning flashed all round us -
continually - the Rain fell as it were by

paid furl - As for the wind ~~it~~³⁵ was so fresh, that
we went under bare poles at the rate of 5 $\frac{1}{2}$ knots
an hour - In a very heavy sea - At 8 Oct 31st
Star sail hove to - the men of war being
along side - 26 or 27 sail - At 9 cleared a little -
at 11 came on again squally - the last of the
Americans passed yesterday afternoon -
31 sail collected - lowered P. flag and took down
the yards - Lat ob. 29.38.

Sept 9th At 2 P.M. signal to bear down & to
make sail before the wind - At 5 signal to
close - Under bare poles - wind decreasing -
a Brig Sloop & Schooner in sight standing ^{to} off
ways - wind light thro' the night except in
squalls - heavy swelle - At 6 we hove to for
Stern ast ships to come up - At 7 $\frac{1}{2}$ signal to
close. 33 sail - very cloudy rainy morning -
cold - since the wind has been N.W. No. Ob.
Sept 10th At 1 $\frac{1}{2}$ signal to make sail - At 2
had a fresh breeze from South again - Signal
to close - At 4 for the Convoy to bring to -
light wind - At 5 signal for ship astern to make
more sail - Mod. breeze thro' the night - At 5 $\frac{1}{2}$
signal for ship ahead to shorten those astern
to make more sail - 33 vessels -

At 7 signal to close & come shot. - A ship to
the westward made the private signal - fresh
breeze from S.E. Fair pleasant weather -
Yesterday afternoon there was sundry signals
to the frigate & in the night she left us. The
Brig had passed in the gale - The ship proves
to be the Eagle of Whitehaven - the deviation
is the only missing ship now - Got up M. & F.
Tg mast & yards. At 9 signal for W ships to
bear down - In the night struck a dolphin -
Lat ob. 31.10. Long: by Dk. 66 40. -

Sept 11. At 2 very heavy rain & smart breezes
from S. At 5 cleared up & had the wind from NNE.
Signal for ships astern to make more sail -
wind came to the southward again & moderate
all night - At 5 sign. for ships astern to make
more sail - 33 vessels - Smart Squall of
wind & rain at 7. Signal to close & ships
astern to make more sail - At 9 AM cleared up
from 8 we lay to - Lat ob. 31.50. -

Sept 12th. At 1 PM the Apollo being up set
all sail & sent her a tow line on board - Mod.
breezes - At 4 signal for ships ahead to bring
to Convoy to pass in succession within
hale of the Commodore

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We soon went under his stern - He said he
was much obliged to us I gave the Capt of the
Apollo a good scolding for negligence. We soon
after had the Towlins cast off I brought to -
took in sail & went under close reefed topsails -
At 5 p Signal to alter the course one point to
Starboard. — At 6 the fleet being all past
us we made sail — Regulating Signal —
Spoke the Dale. Mod. night. Fair pleasant
morning. Signal for Ships astern to make more
sail — 33 Ships — At 10 sent a Spanker ~~for~~
muz. J. G. Sail on board the Apollo — As his Sails
were torn & had no spare ones. Signal to close
Convoy hove to — Capt S. M. Edwards Mr O'connor
went on board the Dale — At 11 signal to make sail
Capt S. G. returned at 1. M. Lat ob. 32. 42. —

Sept 13. An Amer. Sloop passed this into the Southward
At 4 signal to close. hove to for a few minutes. At 6
regulating Signal. Pleasant breeze thro' the night
Fair morning — At 5 signal to close. lay to for half
an hour — Lat ob. 33. 40. — 34 Sail.

Sept 14. At 4 signal for Convoy to close reached
I watch his motions. lay to for an hour then
Signal to make sail — Mod. breeze thro' the
night — cloudy morning. light wind —
At 8 signal to close. Lat ob. 34. 17. —

Sept 15th. At 4 Signal to make sail & close &
watch his motions. At 6 quite calm - At 9 P.M.
sprang up a breeze which came round to S by E.
The Commodore lay to most part of the night (God
knows for what) by which means the fleet in
general were far ahead in the morning -
At 5½ Signal for ships ahead to bring to & close
round - - fresh breeze - At 8 Signal for ships to
windward to bear down - At length the Apollo
has Capt. J.'s spanker bent - Spoke her - light
wind - Lat ob. 34. 45

Sept 16. Signals of wind again, then nearly
calm - At 4 Signal to close & have to - At
6 Signal to make sail & regulating Signal -
Fresh breeze the most of the night. At 5 Signal
to close &. At 6½ have to for half an hour, then
bear down to the Breadalbane, who was the
only ~~steamer~~ vessel astern I had seen any
sail - On our Hawing near she made more
Signal to make sail again - 34 vessels -
Signal to close &. Mem: ate this morning had
a fine mod. breezy right aft, yet not a steamer
sail set no signal for more sail - At 11
the signal was made -

Lat. ob. 35. 30. Long. by Dr. 67. 4.

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Sept 17. At 3 Signal to bear down, Spoke the
Dale & the Union - At 6 Signal to come in his
wake & regulating Signal - pleasant breezes
thro the night. At day light Signal to close. hove
to - At 6 p^m Signal to make sail. At 7 p^m so for
ships astern to make more sail. Struck a Dolphin
I got him - they have been very thick about these
two days - at 11 Signal to close round & fresh
breezes - Lat ob. 36. 35.

Sept 18. Caught a Dolphin by hook. At 4
regulating Signal - ~~At 5~~ fresh steady breezes
all night - At 5 AM Signal to close & ships
astern to make more sail - eight signals of
rain - perceived a brig on the Starb board, set
all sail I went in chase - At 9 haled her - the
proves to be the William from Baltimore bound to
Haore de Grace with a cargo of Sugar Coffee & Cotton -
on 115 days. Mentions the Com^r. Barney had
sail'd 6 days before him from the Chesapeake.
order'd him to lay to, till we spoke the Com^r.
at 10 he did so, but he took no notice of us.
Spoke the Union & the Brig again & allow'd him
to depart, as we could no stock or potatoes
from him - Another stranger astern steer'd
NE. (a sloop) Lat ob. 38. 0. —

Sept 19. Signal to alter our course 1 point to
Starboard. Spoke the Mary, Douglas -
at 4 signal for weather most ships to bear
down - At 6 regulating signal - towards
morning very fresh breezes from S. with
severe lightning heavy squalls of rain -
at 7 cleared up. Signal to bear down to close
all the fleet extremely well collected except the
Apollo, who was far astern carrying very little
sail - Strong steady breezes. All the fleet
carrying very little sail on acc. of the comm.
not making more, or any signal for it

Lat. ob. 38. 48. Long by DR. 56. 0.

Sept 20th Signal to alter course one point to Starb.
at 4 signal for ships astern to make more sail -
(Q. why not hoisted early in the morn.) at 5
signal to come into his wake. at 6 signal to close
I regulating signal - fresh steady breez thru
the night. at 5 signal to close I bear down
into his wake. at 5 p do for ships astern to make
more sail - The Apollo still persevering in
keeping astern with very little sail set, we drop
astern I fire two guns, & then stood close to her
which had effect. at 10 squalls of rain & wind.
dick foggy weather. No Ob.

Sept 21. At 4 Signal to close, therefore some
ships to pass within hale of ~~the~~ their (I suppose
the same, as he sent a boat on board of her) ⁴⁴
At 6 regulating signal - dead up. Mod.
breezes for the rest of this day. Rainy night, but
fine morning - At 5 Signal to bear down &
at 7 to make more sail - pleasant breezes -
Lat. ob. 40.8. Long by DR. 52.15.

Sept 22nd At 4 Signal to close & bear down
regulating signal - Breeze grew light in the
night. At 5 Signal to come into his wake -
all the ships up but no Signal to make more
sail! - Mod. breezes, & very pleasant weather
Lat ob. 40.50

Sept 23rd At 4 the Farnes' signal & the Comm^{re}
sent a boat on board, which obliged us to lay
to - At 5 Signal to close & at 6 to make
sail - regulating signal - Mod. breezes. fresh
towards morning - At 6 Signal for ship's astern
to make more sail - Hazy weather & very
cold with sleet - No ob. Lat. by DR. 41.28 -
Long: 47.50

Sept 24th. Wind grows very light & heads us.
At 4 Signal to bear down. At 5 Signal to
tack - continues very cold

Wind pretty fresh from N N W all night -
The Breadalbaan being far to leeward in the
morning the fleet was obliged to bear down
to her - Signal to come into his wake -

Latt ob. 42. 4 -

Sept 25 - Fresh breezes from W. Signal to
close with blue pen at 7 myn At 6
Signal to bear down & regulating Signal -
light breezes thro' the night - clear seas
morning but nearly calm At 8 Signal
for all masters to come on board & hove to -
Capt S. staid on board to dinner - Latt ob.

42. 48. Long 45. 10 -

Sept 26. Signal to make Sail - At 4 sign'd
to close round - Capt Atkins called on board -
At 5 sprang up fresh breeze from Southward
Capt S. return'd - The Comm'r found great
fault with most of the Captains & threatens
much - but paid Capt S. many compliments
for his attention - regulating Signal &
blew very hard all night with rain & a
tumbling sea - At 4 AM came from the
~~H M~~ At 6 sign'd to close - At 7 hove to with
very fresh wind - At 10 bore away with only
30 sail - The Kamble missing -

Squally under bare poles - Lat ob. 43.40⁴³
Sept 27th. Went down S. G. masts & yards. Signal
to alter course & p to starboard. Sea rising +
at 5 signal to close. hove to for half an hour.
Signal to make Sail - at 6 regulating signal -
Breeze rather less in the night. At 6 signal
to close - hove to for a little at 6 P.M. to
make Sail - 32 vessels - very heavy swell -
Lat ob. 44.32. Long 111.46

Sept 28th. All Signal for ships astern to make
more Sail - at 2 hove to. at 3 signal to make
Sail - Capt S. being below at dinner, the
mate did not make Sail for sometime,
which occasioned the Commnd fleet to heave to
for us I made Capt S. appear awkward -
Signal to close, & for ships astern to make more
& ships ahead to shorten Sail, all on our side
which was very unpleas. at 6 regulating signal
heavy rain & very fresh breeze - blew very
hard from S. all night. at 4 came round to h.W
I continued so, very fresh all day - at daylight
only 21 vessels - Lat. ob. 45.10 -

Sept 29th. continues blowing very fresh - 30
Sail at night in company. All night

Signification of Signals from the Albion &
Sheerness. The black figures relate to the flags. the
red ones to where hoisted. Thus 1. F. G. mast. 2. M. S. m.
3. Miz. Gm. 4. Miz. peak. 5. East Staff.

No. 19. At 2. For port. Ship of war as p'bus flag 1 to stay by
the Convoy, the Commodore Recreates

At 1. Ships off W. to quit Convoy & join Convoy.

At 3. Convoy to be prepared to hoist No 5 when they
is held down & 2 guns fire. to discover
any strange sail.

No. 20. At 1. To call in any detached ships.

At 2. Convoy to proceed as best able for their security
(with 2 guns)

At 3. To denote soundings above 20 fath. will be hauled
down for every 10 fath. halfway is 5 fath.

At 4. To denote 30 under 20 fath. will be hauled down
for every 5 fath. under & hoisted half up once
forever, 1 fath. above the first denoted.

No. 21. At 1. Ships to make more sail - Albion.

No. 22. At 1. Ships ahead to bring to. —

No. 23. At 1. Ships to leeward to tack into my wake.

At 2. To put in stays & make all sail on the tack

Fore St. loose - To prepare for sailing. 10 guns /

M. St. do. - To unmoor. — / do /

M. St. hoisted
squared up - To moor.

Top St. sheets
hauled home. To weigh. —

White at fore Gm. Go out or ship, I immediately
head. put to sea. —

had 2 days with a black insomniac
adolescent who had been good but
of the below standard. Child - middle
to low. He would sleep but wake
easily and never sleep well deeply
and was unable to settle his
mind so could not concentrate.
He would drift off into daydreams
and was unable to focus
on tasks. His mother was
extremely anxious about him and
had a long history of mental health
problems. She had been
hospitalized twice for M.I.

A.R. and

another girl and a boy 110 aged
adolescent who also had trouble
sleeping and had been good but
had been a bit of a problem. She
was extremely anxious about him
and had a history of mental health
problems. She had been
hospitalized twice for M.I.

Under main stay &c. & rolling very much indeed
Morn fair. Sigt to clo. At m signal to make
Sail - having waited 6 hours for the Apollo &
William - Wind moderated - Lat. ob. 45.40
Sept 30. Mod. breezes. & rolling sea. At 4
Sigt to close. lay to for an hour for the Lw.
Isl, owing to her not bearing away when the
Sigt was made - At 5 do to bear away -
Regulating Sigt - Pleas' night - At 6
Sigt to close. lay to two hours for the
Breadalbain - fresh breeze from Southw -
thick foggy weather. Lat. ob. 46.17 -
Oct 1. Pleasant afternoon with moderate
breeze. all the people up. gave sign alloy at
night with rain - fresh breeze thro' the night
all the morning - At 6 signal to close -
lay to half an hour - At 7 do to make sail -
At 10 do to make more sail - Squalls -
Lat ob. 47 - Long. 31.50.

Oct 2nd At 1 signal to bear down in his wake -
At 4 do to close & at 5 regulating signal - Pleas'
weather - a large whale pass'd thro' the fleet -
Glegg's brig missing - grows moderate in
the night, with rain - drift moving - lay
at 6 signal to close. at 7 do make sail, had
waited an hour for the Townsend -

at 10 I must haul stow. — Squalley⁴⁵
Lat ob. 47. 50. Long by DR. 28. 50.

Oct 3rd very heavy swell & moderate breezes.

At 4 Signal to close. hove to for half an hour, then
Signal to make Sail - At 5 regulating Signal -
Signal for Apollo to make more sail, with two
shot. Squalley I rain thro' the night - Breeze
very light. clear morng a ship to the P. made
private Signal, (proves to be the Lady John.) At 7
Signal to make more sail - light showers. -
Lat ob. 48. 12. - Long by DR. 29. 50

Oct 4th. Signal to alter course 1/2 to port.

Sent a ble flour, a bag of breadnuts home limes
on board the Commodore. He reckons him self in
24. 12 long, I in 23 by the Time keeper. At 4 Signal
to close - At 5 dots make sail & regulatg signal -
nearly calm all the afternoon. All night had
a fresh breeze from south. & much rain - Dity
morng - At 6 signal to close. hove to 1/2 hour. Signal to
make sail - constant rain till 10 - went 8 knots
with only close reef'd topsails. - Lat by DR. 49. 18.
Long by DR. 24. 10.

Oct 5. Wind grew light by degrees. Thick fog & very
damp. At 7 sprung up a light breeze from N.W. -
In the morng had moderate breeze from W. At 6
signal to close. hove to - At 7 p.m. signal to make sail -
31 kts per sec - fine clear weather & fresh breezes. -
Lat. ob. 50. 24. Long 22. 50.

46
Oct 6. Signal to alter course 1 point to Starboar.
At 1 signal for an enemy in sight with white
flag at Miz. Saw a ship a little way ahead
standing to the southw^e. Show'd no colors. but
Commodore did not molest her. fresh breeze
pleasant weather. At 5 I sign'd to close. At 6
dots make sail. Regulatg Signal - Signal
for Convoy to close nearer together. with several
shot. Fresh breezes pleasant ale night &
next morn. few light Squales - Lat. ob. 51. 14.
Long by DR. 18. 30.

Oct 7th Signal to alter course 1 point to Starb.
At 4 our Signal to come within hale. Com^m
wished to know our long. his was 15.10 -
Signal to bear down in his wake. Regulatg
Signal. Spoke the Dale. Capt. A'islong:
is 17. 20. Mod. breeze ale night - In the
morn & fine steady breeze from SSW. & now
& then slight rain - Spoke the Union -
their long. was 16. 42. Informed Capt. Merrick
that, if fair off C. Clear, I should come on
board. Accordingly was employ'd packing
up -- Spoke the Dale. ale ships up
with the Comm^r. Signal to close on each
quarter - Lat. by DR. 51. 14. Long. 16.

Oct 9th Thick foggy weather, but fine
fair breeze from NW. At 6 Commodore
made signal to tye to, in which situation we
continued, notwithstanding it was as fine
clear night, with mod. breeze as ever was, till
6 o'clock next morning - God knows what could
induce him to lose such a night - his own
reck'ning could not be out, if it was, the land
was easily discernible in such night.

light winds & rather hazy. — Spoke the Mary
Douglas. — Lat at 11 AM by two Altitudes. 51.3. —
Pleasant weather. — Lat by Ob. 51.4. Long. 14.3. —

Oct 9th Continues moderate breeze from NW &
pleasant - Caught a Rainbird on board, rather a
remarkable circumstance, as this bird, as far as
we could judge must have come with the fleet
from the W. Indies, the cold was now too much for
him — At 5 PM (clear evening, fair wind)
the Signal was made to heave to, thus we
continued all night - At 6^{1/2} AM signal to
make sail - The only reason that can justify
this conduct, is his having orders to go along
easily in these parts, in hopes of falling in with
some of our Cruises to take charge of the fleet
division for the Irish channell. — At same time

48 They might have recollect'd, it was possible
he might fall in with the Enemy's Cruisers, or
with foul winds & bad weather. — At 8 sign'd
for Ships astern to make more sail - Comm.^{re}
for the first time / set all sail - we followed his
example & at 10 were ahead of all the fleet -
Spoke the Lorissa: was yesterday in Long. 17.
At 11 hove to for fleet to come up. ho sb. Long. 15.
Oct. 10th. Spoke the Watt. is in 11.40. At 2 made
sail. At 4 signal to close, hove to. nearly calm.
At 6 signal to bring to - calm night with much
swell - At 6 signal to make sail - nearly
calm Lat. 51. 10. Long. by D.R. 12. 11.
10 soundings with 130 fath.^{m.}
Oct 11. tack'd to the wind. At 4 our sign'd
to speak. Calm. Capt. Atkins sent on board
some cheese & peas, Capt. S. went on
board the Comm.^{re} in his boat. He found that
Capt. Cornwallis had positive orders to make
clear, from ignorance in the mast - had
been lying to these three nights. He convinced
him it was wrong, & also had from him by
his desire three signal. Red pierced with
white at the main & red spewd. To lead by day,
& with blue spewd. to lead by night carrying a
light - Ships'd red & white at the fore, to speak

any strange vessel - He also found that the ⁴⁴⁹
Captain & officers had quarrel'd & did not speak
but on duty - They were very much vex'd at
his not speaking the ship that pass'd us the other
day - Very little wind all night & that from
N.E. - calm most of the time - A sail first in sight
astern from aloft - At 8 signal for ship's eastern
to make more sail - light puffs from the horn.
Lat. ob. 30. Long by DR. 11.30.

Oct. 12th All signal to make more sail - light
breezes varying from N.E. to W.W. The same signal
made Homan's boat sent on board her. At 4 signal to
close. hove to - At 5 p.m. signal to make sail. Lat. by
two Altimeters 51.0 - Regulating Signal - A
ship to the horn made signal for an answer & saw
two vessels a great distance ahead. All night
mod. breeze from W.W. At 12 signal to bring to. At
6 a.m. to make sail. The H. George made signal with
Ensign as we thought for soundings - the common
answer'd he did not understand it yet did not
take the trouble to speak to her. At 10 signal
for land & to alter course 1 point to port. Saw land
a good way on W. bow. Please weather -
Lat ob. 50.56. Long 10.0

Oct. 13th Signal to haul the wind on larb.
tack - All for ship's ahead to shorten sail
afterwards to bring to - Grizen head bore
N.E. At 4 signal for ship's bound up the

50/ Irish Channel to port Company Having
got all my packages ready we stood for the
Union (thenick for Bristol) who was lying to
for us. At 5 being close to her I took leave
of all our party affectionately, having quareled
with none: tho' for a long time past I had
been on no terms with Mr Gaffey, on account of
his presuming we thought too much - I
think so many young men, went up in a
Ship thirteen weeks, without quarrelling
deserve credit - Got on board the Union. Safe
I found Mr Brown & a Mr Other passengers &
after Mr MacLachlan from Schamars came on
board from the Union Island. The same salutes
with 11 guns & the Comm^r. Ans with five -
We then stood for Lundy, the apolos only
following. Pleas breeze all night. Light
in the morning Hazy. - Apolos astern -
Long. 8. 20. Lat 50. 51. 8.

Oct 14th Pleas. breeze all the afternoon
fust all night. Shortend sail at 6 pm -
At 4 Am hove the lead 45 fath^m in sand -
At daylight saw Lundy bear S E. 4 briggs
in sight & a sloop - the apolos a broad
off us, but far too leeward - At 4 we

had hove to & all made sail - wind N.E. -
dropt the Apollo fast fine clear weather.
At 10 we were abreast of Lundy At 11 got a
pile pilot aboard & sent the Skiff to look out for
the Apollo - I now reckon according to the land
method again - At 2 P.M. we were abreast of
the Hanga Grounds - At 4 abreast of the Hanga
Fish traps still from N.E. - Breeze slackens -
Oct 15 - At 4 Am let anchor fall & cast
off the people on board of the press Gang
At 5 Captn Merrick & self got into the
Boat & at 7 were at Lamplighter's halen
At 1/2 past 8 got to my Uncle W.P.'s house
which ends this voyage - 89 days -

the red bird. I do not like it at all but
I like the red bird very much. It is a
large bird with a long tail and a long beak.
It has a red breast and a white belly.
It likes to eat insects and small worms.
It is a very noisy bird and it likes to sing.
It is a very beautiful bird and it is
a very good bird.

Journal of a Voyage from Jamaica
to England in the Minerva,
1802. Rob. Hardy Mast. of Bristol.

April 7th At 10 AM. came on board with two
9th Perry Miss Whitchurch & H.W. Down under
our care: but lying far in at 9th no bay, & it
blowing very fresh could not get out.

10th After dinner with the assistance of Capt. Walker Home hands got up the anchor lab.
7 PM were clear of the bay - blew fresh
all night, standing off - very heavy sea -
At 5 AM tack'd & stood in - fresh breeze & great
sea - all passengers but myself very sick -
At 11 AM - being within 2 miles of Falmouth
11th tack'd & stood off <sup>11th at 3 PM stood in - tack'd to
the N: at 7 - being abt. Duncan's baffling
light winds most part of the night - making tacks
every four hours - very thick to windward at
day light - At 8 AM - St. Ann's bay bore S. dist.
about 4 or 5 miles - light wind from N.E. & N.N.E.
& great head swell - I omitted to mention
the ship Anne sail'd with remains in our
company - Showery morning - clear
towards noon - We also had a Mrs
Watkins of Gosport her daughter with us -</sup>

12th At 11 AM gallina pp bore N.E. dist. 7 leagues -
wind freshens a little from abt. S. falling
off at 2 PM tack'd in shore lying N.E. - about
wind varying we tacked again stay off all
night N.E. & N.E. by E. moderate weather,

Smooth water - At 4 Am falling off again
we tack'd & stood in for the land lying SSW
Eby E. - At 10 we bore down to speak the
lame who was a few miles to leeward & the
capt. went aboard - At 11 Am Port
An to bore S distant 6 or 7 leagues -

Ap 13th. At 40 the N E of Jamaica bore S.
distant about 5 leagues - a very excellent
run we have had so far, indeed it must
be almost wholly owing to a favorable
current & moderate breeze & fair weather
wind ENE.

Soon after by the appearance of the
towering Blue Mountains we perceived
all this was an error, & that we
were just to windw of Galina p. but
even this is capital progress - At 5
P.M. Galina pt bore WNW. Anatto bay
W. dist 5 or 6 miles - At 6 tack'd off
lying all night S & S by N - fine weather
At 4 Am stood in shore - light wind
& fair weather - the lame a long way
astern & afterwards dropped out of sight
at 9 M the E of Jam. above S. distant 4 Leat
Lat. ab. 18. 11

Ap 14. - Saw a large man of war to the S.
At 5 P.M. the C^o bore WNW - the W. of Jam.
to the W. beating up, & a brig -
At 10 tack'd & lay up S & E by N all night

fine weather & moderate breeze - At 4 A.M.
tack'd again to the Southward & at 8 AM stood
on the other tack again - Moderate breeze
with much swell - no appearance of land
either way - the Mof War (a 74) pass'd close
by on the other tack - also a ship in sight
Lat ob. 17.53 -

Ap. 15. We had nothing particular to
remark for this day - the wind was
light all day & freshen'd in the evening
the first part of the night we lay E. &
at 12 we tack'd & stood to the N. till 8 AM
then stood to the S.S. till 11 AM - no land
in sight, tho' we anxiously look'd for the
Gravasse - Lat ob. 18.13 - The
weather very pleasant all the day -

Ap. 16. th light breeze - a ship in sight to
windward same tack, which we took to
be the Lure - caught 4 Dolphins -
In the evening a breeze from N.E. Springing
up - lay all night to the N.E. At 5 breeze
comes from E. Southerly, tack'd & lay all day
from N.E. to N.W. another ship in sight
to windward same tack - Breeze rather
light - Lat. ob. 18.6 - surely there
must be a strong Southerly current as
by D.K. we should have made St. Domingo
I hope the current may be Easterly also
& that soon we may see land -

Ap 7th. the ship so winded went in place
it spoke another standing to leeward? they
both prove to be line of Battle Ships. the
latter pass'd close by us - at 4 tack'd to
the Eastw. light breeze - at 8 PM -
blow'd to the Northw. at 4 AM came on
to blow fresh - at 8 tack'd to the S. lying
SSE by E by S. on the other tack N by W
by NW - at 11 AM we discover'd bottom
I had the mortification to find ourselves
on the Pormigas - immediately tack'd
to the N. & got off them - I made
progress this indeed since the 13th
Lat ob. 18.31.

Ap. 18th. Blew very fresh - took in sail,
then being a heavy swell of the sea -
kept standing to the NWW all night
~~I kept sounding~~ - at 8 AM the breeze
slacken'd, & continued more moderate
till 9 AM. when fleshen'd again
at 3 AM saw land of Cuba - tack'd to
the S. - Lat ob. 19.15. which is much
more porting than one course & distance
would ~~allow~~ give, but as we did not
know the Cuba land we saw could not
tell how the current run - a ship &
brig on the same tack so winded?

Ap^r 19th at 1 PM tack'd, lying NNE & WbyE.
continued all the Evening to blow fresh -
at 9 PM being well in with the Land
put about, lying all night abt ESE -
at 2 AM blew very fresh towards
Morning moderated, lies S by E. At 9 AM
tack'd to the Northw^d lying at first N by
E. then NNE. — A ship still in
company, steering as ourselves

light wind & fine weather. Lat. ob. 19.12.

Ap^r. 20th nearly calm — a ship brig
with us - falls a dead calm - abt
11 AM there sprung up a fresh breeze
from N.B.E. lying up S by E. all night -
caught a small shark. towards morning
breeze fails - grows calm - tried the
current with a boat but found little or
none - At 10 AM saw with great pleasure
Cap^e Tiburon bearing ESE. & the Dawson
at same time a pleasant breeze from S.
Springing up - a brig in company -
at 1st light air from S.W. — C. Tiburon
bears S by E dist. 7 or 8 Leagues. C. Dona
Maria bears E by S. Lat ob. 18.37. —

Ap^r 21. nearly calm - Royals & steering sails set
light winds from S W & W all the
afternoon - at 6 PM. C. Tiburon bear
S & Cape Rosa ESE

nearly calm & continues so all night -
two Men of War in company - all
the morning calm - At 6 a light
air from ENE. Lat. ab. 18.5° - C.
Dona Maria bore S. 35° S. Leagues -

Ap^c 22. All the afternoon we had a light
breeze from the Westw. At 6 AM saw
Cape Nicôla Mole bearing NNE. being
then abreast of the Caymanes - the
wind draws to the northw. lying
close haul'd all the ~~even~~ night - oblig'd
twice to tack by baffling breeze - At
6 AM Cape Nicôla bore S. 15° East. 4 Leat.
had a moderate breeze from NEE.
At 11 AM C. Nicôla bore S. 15° East. North Pt
of Tortugas bearing S. 8° East ab. 8 Leat.
Lat. ab. 20.7. - Abridgeon comp't steering as us.

Ap^c 23. Light breeze in the afternoon - ab.
5 PM The sea breeze came down from
N. by E. - The Ship Hanover, Wilson
for London spoke us - left Succa the 14th
ab 10 AM - agreed to go together thro' the Caicos
Passage - At 6 PM The Tortugas bore E by
S. & C. Nicôla W by S. Beat up to
St. Jean David, then tacked to the Is. lying
W. N. E. - fresh breeze in the night &
rather irregular

fine day with fresh breeze from S. - The Hanover a head & the Sloop in company - Lat. ob. 20.47.
Ap. 24th. At 2 saw great Heneaga to leeward
the Wind heads us & at 5 being pretty
close in were obliged to tack - laying S E
by E till 10 AM. then stood to the horward
At 3 PM tacked to the Eastward & at 5 again
stood to the N. lying N. & W. by S all the
morning - The Hanover on the weather
beam - the Sloop in company & little
Heneaga bearing W. S. W. dis. 3 Leat. - falling
off to N. N. W. with a fresh breeze from N.
Lat. ob. 21.35.

Ap. 25th. Continued in this tack to 4 PM
then stood S E by E to 8 - from 8 PM to 4 AM
stood to Northward lying N. & W. - At 4
AM - tacked to the E. - Squally morning - with
light rain - The Hanover on the weather
beam - At 9 AM saw the blue cicos bearing
S E by E dis. 9 mil. - At 10 h tacked to the horward
lies N. W. clear weather & fresh breeze - Lat. ob. 21.57.

Ap. 26th. At 4 PM saw Mayaguana dis. 3 Leat.
bearing N. W. by W. At 5 being close in
tacked & stood to the Eastward till 12.
Squally night tacked to the Northward
At 4 tacked to the Eastward the cicos in
sight bearing ab. S S W. - The Hanover
on the weather quarter - Moderate
breeze all the forenoon - Lat. ob. 22.15.

Ap^r 27. At 8^m tack'd to the Northward - Head
breeze - At 9^m on falling off to NW tack'd
to the Eastward - lay E till 4^{Am} - then tack'd
to the Northward - lay N. & NW - very
light wind - the Hanover ahead - nearly
calm all the morn - Lat ob. 22.36.

Ap^r 28. The whole of those twenty four
hours may almost be said to be calm -
what little we did go, for the first part
was generally N.W. The latter
part N.E. The Hanover not in sight
this morning - Caught two sharks -
immense numbers of Rudder fish, &
Mother Cary's chicken about which served
to drive away in some measure the
dulness occasioned by want of wind. Lat ob. 23.5

Ap^r 29.th The afternoon continued rather calm
but toward evening a little breeze
from the Eastward springing up - say ESE -
moderate breeze all night - Next
forenoon, shot a few lighter during the
morning - Spoke the Am. Ship Ingraham
of Newbern for Santa Cruz to Charleston
Lat ob 24.00

Ap^r 30. Moderate & steady breeze all the
afternoon - in the evening freshens & all night
continues fresh breeze from S.S. In the
forenoon grows rather lighter - A schooner
in sight steering for America in very pleasant
weather - Lat ob. 25.12.

May 1. Very little variation in the weather from yesterday. Mod. breeze from SSW. & hazy weather - freshens in the Evening, a Sloop pass'd bound to N.W. - the morning pleasant but a lighter breeze. Lat. ob. 26.33.

2d. falling off, tho' nearly calm - could not lie higher than N.E. - tack'd to the Eastward moderate breeze during the night. lay E. at midnight at 2 am fell off & tack'd to the Northward at 6 tack'd again to the Eastward lying Eby S. E by N. - nearly calm. At 11 had a pleasant breeze from N.N.W. - the weather hazy & cloudy - Lat. ob. 26.33

May 3d. Come on fresh & from N.E. - tack'd away ESS. Eby S. E. all the day - heavy frequent showers in the night close reef'd the topsail next day - took in Spanker & gib - & main sail - shipping a good deal of water on deck - & showers occasionally - ho. ob.

4th Same weather all the Evening - took in Mdg. & T. sail - heavy sea - in the evening built up a little - wore ship to N.W. at 6 PM - showers & fresh gales all night more moderate in the morn & sea abated but cloudy & showers - a brig in head - Lat. ob. - 26.46.

May 5th Clear weather with a light breeze nearly calm - continued so all night lying N.W.

fine clear morning with very light air -
at 9 falling off back'd to the Eastward -
lay SNE & NE by E all the rest of the
day, with a pleasant breeze - Lat ob 27.31 -
Long. in St. Hardy's reckoning - 68.42 -

May 6. Moderate breeze all the afternoon,
but draws to the Northw. & lying SNE.
In the Evening grows very light & fresh
part of the night. - About Mid-night
light breeze from N W. freshens
towards day light & comes from W -
Fair breeze from W. all the forenoon
clear weather fairly, but after grows
thick & drizzling rain No. ob.

May 7. - Wind by degrees seems to die
away. By night was quite calm
towards Morning however springing
up a fresh breeze from N.W. clear
morning but comes on gradually & thick
Blows very fresh & much rain - Wind
shifts to S.W. No. ob.

May 8. Fine fresh breeze all the afternoon
under Ibb. reef topsails - Grows
lighter in the night with rain &
comes round to W N W. fell in with
a small brig standing to the Eastward
French colonies - fine clear morning & least
breeze, all sail set. Lat ob. 35.24 -

May 9 - The same fine weather with equally
fresh breeze from W. continued all the
afternoon - fresh breezy all night with
occasional squalls - fine clear weather
all the morning blowing fresh gale at West
& now & then light squalls & rain - Lat. ob. 31.47.

May 10. - Continuing to blow very fresh we took
in all the steering sails etc & being very
squally with dark rainy weather & a
heavy sea in the night, were reduced to
the reefed topsails, fore sail of the stays &
violent gale all the morning, shipping
a great deal of water on the deck, & at the
gallows & cabin ports - Pass'd by a large
tree afloat - Lat. ob. 33.26.

May 11. Same gale all the afternoon every
high sea close reef'd of the topsails hand
mop & J. sail, & going under two close
reef'd t. sails & foresail - Squally night
& rain - the morning fine pleasant
weather with same fresh breeze from W.
Sea rather abated - Lat. ob. 34.15 - NB -
kept away a point/day ENE. to ease her -
Long. off Hardy 54.2A. Dist. 2420 M. from Sunday.

May 12. - same fresh breeze all the evening & night
Pleasant weather - towards morn wind comes
to WNW & moderates. Continues mod. breeze
from NW all the morn, hazy weather. Made
more sail - Lat ob. 35.9N. -

May 13. Light breeze from N N W all the evening - pleasant weather - during the night grows very light, - At 2 AM comes round to the West, & W SW. & continues a light breeze from thence all the forenoon - cloudy drizzling rain. Lat. ob. 35.40 - N

May 14. The afternoon continues the same breeze but with pleasant weather, the first part of the night showers of rain towards morn - but tame mod. breeze from W SW. Cloudy forenoon & some rain - saw a Whale alongside - Lat ob. 36.51. -

May 15. No alteration in the weather - the wind rather fresher - & all the afternoon & night continues so - towards morn comes to S SW. & continues so, a pleis. mod. breeze all the forenoon long ob H. 45.30 W. Lat ob. 38.28. -

May 16. Fresh breeze from SW. & cloudy weather at 3. Short showers of rain which did not the wind brought it back to W SW. Mod. breeze during the night & towards morn grew light & continued so all the forenoon Lat ob. 40.00 - Capt. Hardy's complaint which we had considered for some time past, as only the effect of cold & perhaps has no more taken from frequent rising

in the night while beating up thro' the
windy passage, how won a very serious
aspect, being attend by extreme difficulty
of breathing, pain in the chest, & a little so.
in the side, a degree of fever, & constant
inward coughing. All that we could
devote for his benefit, assisted by Buckley's
useful treatise, we practis'd, which made
us very uneasy & full of apprehension.

May 17. Fresh breeze the 1st part of
the afternoon - then grows lighter - but
had a fine breeze from S.W. all night - A
ship pass'd us to the S.E. - nearly calm
in the morning & thick foggy - toward
noon clear'd with a pleasant breeze from
Wby S. - Lat 46° At. 1A.

The Capt. seems much better from the effects
of a blister, but still great difficulty in
breathing.

18. Mod. breeze in the afternoon & fine pleas'
weather - hails a little in the Evening, but
freshen in the night - wind WNW
towards morn grows calmer - nearly
calm all the forenoon, with cloudy hazy
weather No. Ob.

19. Same weather during the afternⁿ. In the even^g
a light breeze from N.W. & continues varying
from N.E. to N.W. all night & forenoon - pleas'.
weather spoke the Brig Sally Lord from Liverpool
to N.York - on 18th at 11th hrs in a long Matob. 42.49.
a w - HWD R.C. & Sally W. all of it.

May 20th A fresh breeze from N. by E & North
all the afternoon & night, which
fin enabled us to lie our course - Please
giving weather - Ab. 4 Am. came round to
South. (5) last stood to the Southw. till 8 - Then
wind coming ESE. tack'd to the Northw.
Stay N.E. all the forenoon - Lat. ob. 43.9.
May 21. The same breeze & weather the first
part of the Afternⁿ then came to SSE. still
very light breeze - Ab. mid night the
wind freshened - Dampy mornⁿ then
35 deg. clear & grows cloudy again - fresh breeze
from S. all the forenoon - No Ob.
May 22. Mod. breeze from S: the first part
of the afternoⁿ during the evenⁿ freshens
& continues increasing - All the mornⁿ
blew a smart gale, & constant rain
from 8 AM to No. Ob. wind now
from the Westward say S by W
We were much alarmed in the evening by an
apparent relapse in C Hardy, but he soon
got easier - Applied a fresh blister -
May 23. continual rain all the evening & the
wind rather ably - ab. 9 P.M. quite calm
at 9 P.M. a light breeze fm N by E & the
weather clearing - varying winds
squally - fix'd in the mornⁿ of a N by E
& continued all day to blow fresh - A
ship pass'd steering WNW - Lat. ob. 45.54.

At midnight did Captn Hardy - Quite unexpected by us & I believe by himself he gave no groan or Struggle - The person who was with knew it not till after - He only mov'd his hand - It seems most probable since the eveng of the 21st a mortification must have formed, which took him thus quietly off. As soon as he had been forc'd to keep his bed, we had kept him on the lower dish Barley water, Gruel, Mutton & Chicken broth, & a little water chocolate & various root washes food - On the 22nd we put on a blister, which seem'd to have a very good effect continuing a great discharge to the last the 23rd put on another, which did not rise he us'd an emulsion for the cough, made of 3 pts water, a spoonful of Paregoric, two of Sweet oil & some Tamarind Syrup - We also gave a tea-spoonful of Ether twice a day Previous to the great difficulty of breathing we had given a dose of Paregoric & Antimony every night, but then it is conjectured the night before he died at his particular request we gave him about half a tea-spoonful of Laudanum, which seem'd to compose the he observ'd before he was heavy & thought it wou'd make him sleep - Constantly observ'd even to a short time of his death that he quite Ease - Upon my Enquiry the 21st he told me he had no particular complaint on his mind & spoke only of making a manifest

- May 24. All the afternoon clear & pleasant.
Weather with pleasure: breeze from N by E
in the night comes round to WNW -
light breeze - towards morning grows
lighter - Cloudy forenoon &
quite calm Lat. ob. 46. 37. -
25. All the afternoon & night quite
calm - Showers of rain all around.
at 2 AM a light breeze from S -
towards day light grows calmer
quite calm at 8 At 9 - a
pleasant breeze from N. Spring up &
continued fine clear weather
- Lat. ob. 46. 44
26. Pleasant weather all the afternoon with
fine breeze from N. towards mid night
freshened & at 2 AM blew strong Gale
continued increasing all the forenoon
with high sea, till we were reduced to
first foot & mizzen stay sail - ha ob.
27. Violent Gale & Squally with a high
sea all the afternoon & night - sent
down top gallant yards & struck the
masts - split first top m. stay sail -
put in all the dead lights - towards
morning grew more moderate - set the
main stay sail & afterwards the three
close heaved top sails - high sea &
the ship labouring much every web
wind from N to NNE - North December

May 28. Got out one dead light - freshens again
fin & cloudy Squally weather - took in Miz.
Tucker top sail - In the night blew very hard
from N.N.E. - Dr fore T. sail - More moderate
in the Morning Cloudy Squally
weather high sea wind: - Set the fore
& Miz top sails. After took in the latter +
Lat. ob. 47. 22

May 29. The afternoon more moderate, tho'
still rather squally - little variation
of wind - During the night heavy rain
dark weather - the sea exhibited a
singular phenomenon, being in appearance
all in a blaze - this generally portends a
southerly wind - Moderate in the morn.
took out reefs of T. sails - set main sail &
Spanker, & got up T. gall. masts - Took out
the dead lights - fine clear weather - wind
varying abt to the East & fixes abt East -
afterwards comes to ENE. saw a ship in
to the N. stand us ourselves - afterwards
tack'd - Lat ob. A. 7. 13.

May 30. S. with breeze all the afternoon - At 4 PM
tack'd to the N. during the night blew
very fresh indeed with very high sea &
dead lights - Wind scarcely varying - Showers of
rain occasionally - Clear morning
with some fresh breeze from E.
Long in 25.16. Lat ob. A. 7. 27.

May 31. Moderate in the afternoon a little -
pleas' weather - made more sail - wind S -
fin'd at 8 PM ^{ford} tacked to the N. - mod night
towards morning freshens, & all the foren^o
blew very fresh from E. Showers of rain
shorten'd sail Lat. 06. 46. 56 -

June 1. A tarr woe ship to the Northw. all
the afternoon pretty moderate - Cloudy
Evening - Mod. fine night & morning
wind comes to the Northw. a little
at 8 AM tacked to the S.E. - All first
bay S.S. but soon fell off to S.E. &
afterwards to E by S. - got out two
dead lights, & sent up Br. Top Gall^e
yard - Clouded mod. weather - all
sail set - No Ob.

June 2. Mod. breeze in the afternoon falls
nearly calm - At 9 PM fine breeze
from N. springing up - part of night calm.
Towards morn^g freshens - a fine breeze
from N. all the forenoon - all sail set
Pleasant weather Lat. 06. 47. 30.

June 3. Pleasant weather - fine breeze from N -
all the afternoon rather cloudy
fin^g Squally this' the night - the wind
rotates & turns more easterly towards morning -
Pleas' forenoon - slight breeze
from N. Lat. 06. 48. 38.

June 4 - fresh breeze in the afternoon &
pleas' weather - Wind N. In the
evening nearly calm awhile & then rains -
a fresh breeze springs up from N N W. &
continues to all night. Next forenoon -
showers of rain - & after clear & fine
fresh breeze from N N W. pleas' weather
a ship ^{one} in sight on the weather quarter
standing like us. Lat. ob. 50.10

June 5. fine bld. breeze from N N W. - all sail abr.
Showers of rain - spoke the Bg. William Capt.
Povel. out 36 d. fm Surinam bound to Spool
very leaky - breeze lighter - In the night
fresher - Ab. 3 A.M. came on strong gale fm
N N E. close reefed top parts ^{not a very good obs.}
More moderate in the forenoon
Cloudy & showery - Wind N. - Lat. ob. 50.55 N.
June 6. Fresh breezes from N. while all the
afternoon - grows more light in the
evening - Fresh breezes in the night from
N N E. Dark weather with rain - Ab.
(12) 2 A.M. clear & very strong gale from N N S.
fin'de comes on, which continues all the
forenoon. Very high sea & cloudy. Lat. ob. 51.19.

June 7. grows more moderate & pleasant weather
all the afternoon - At 6 P.M. sounded to
bottom with 9 fathm. light wind from N.
during the night - At 12 sounded again with
same depth - light air & showery cloudy
weather - Wind N. - 5 sail in Comp'y. N. ob.

June 8. Nearly calm all the afternoon -
a light breeze from N. - Pleas' weather.
light wind all thro' the night -
Ab. 5 AM. a mod breeze from W. which
grows fresher during the forenoon &
finishes a fresh breeze from SSW.
thick weather. A ship in compy 110 ob.
B. our reckoning this day out -

June 9. Thick weather & rain with fresh
breeze from SSE all the afternoon -
the same weather all night, blowing
very hard & during the morning -
Ab. 9 wind came from NW. fresh soon
at 10 spoke of Minerva, from Surinam
to Bristol out 6 weeks had very bad
weather sounding last night in 90
fathm. At same time clearing a
little. saw the Irish Coast. Clear bears
ab. NWW. B. At 1 and we
spoke a Brig from Bristol bound to
Galway - informed that sturdy bore
1800 lbs. as we heard 1300 lbs. which
must be a mistake - Our consat
in my book as for Cork - the
weather clearing & wind draws to
WSW. Hazy - Lat ob. 57.10.

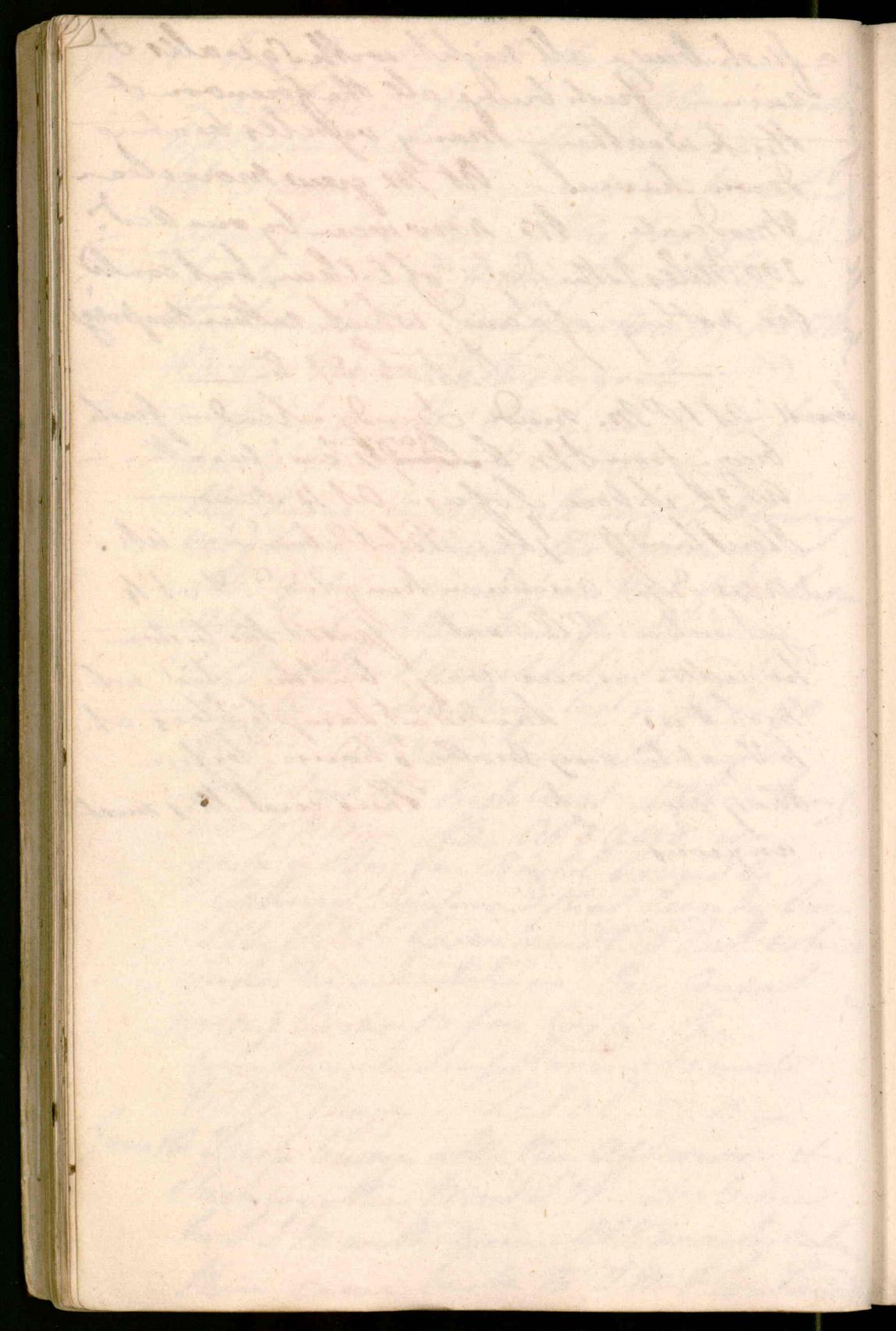
June 10 Fresh breeze all the afternoon &
thick weather Wind SW. Ab. 6 died
to SSW with rain - Ab. 8 nearly calm
then came back to SW & continued

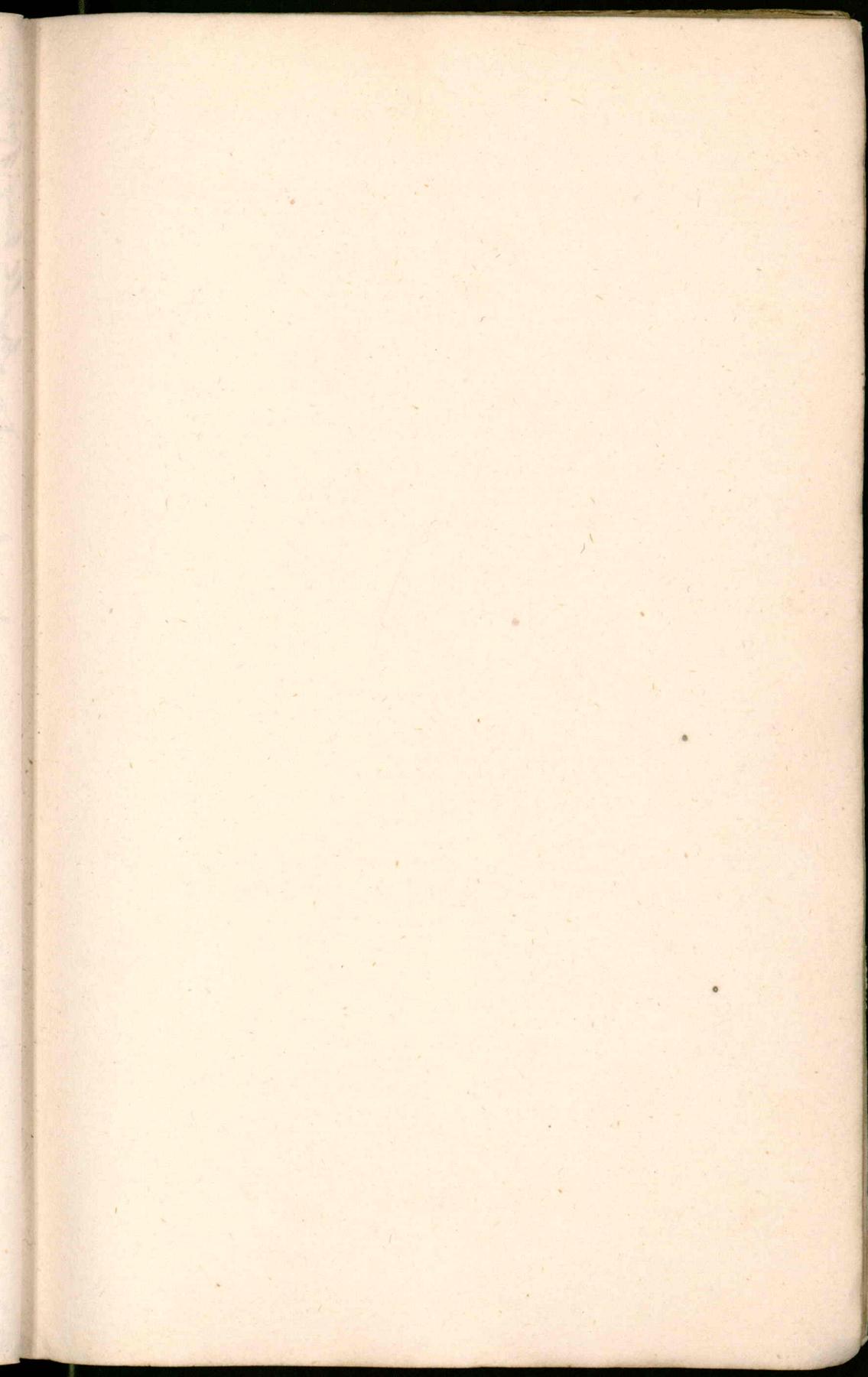
had been fair
a fresh breeze all night with squalls &
rain - fresh breeze all the forenoon &
thick weather - many vessels beating
down channel - At M grew more clear
& moderate - We now were by our acc't.
200 miles to the eastward of C. clear, but could
see nothing of Land, which rather surpriz'd
us.

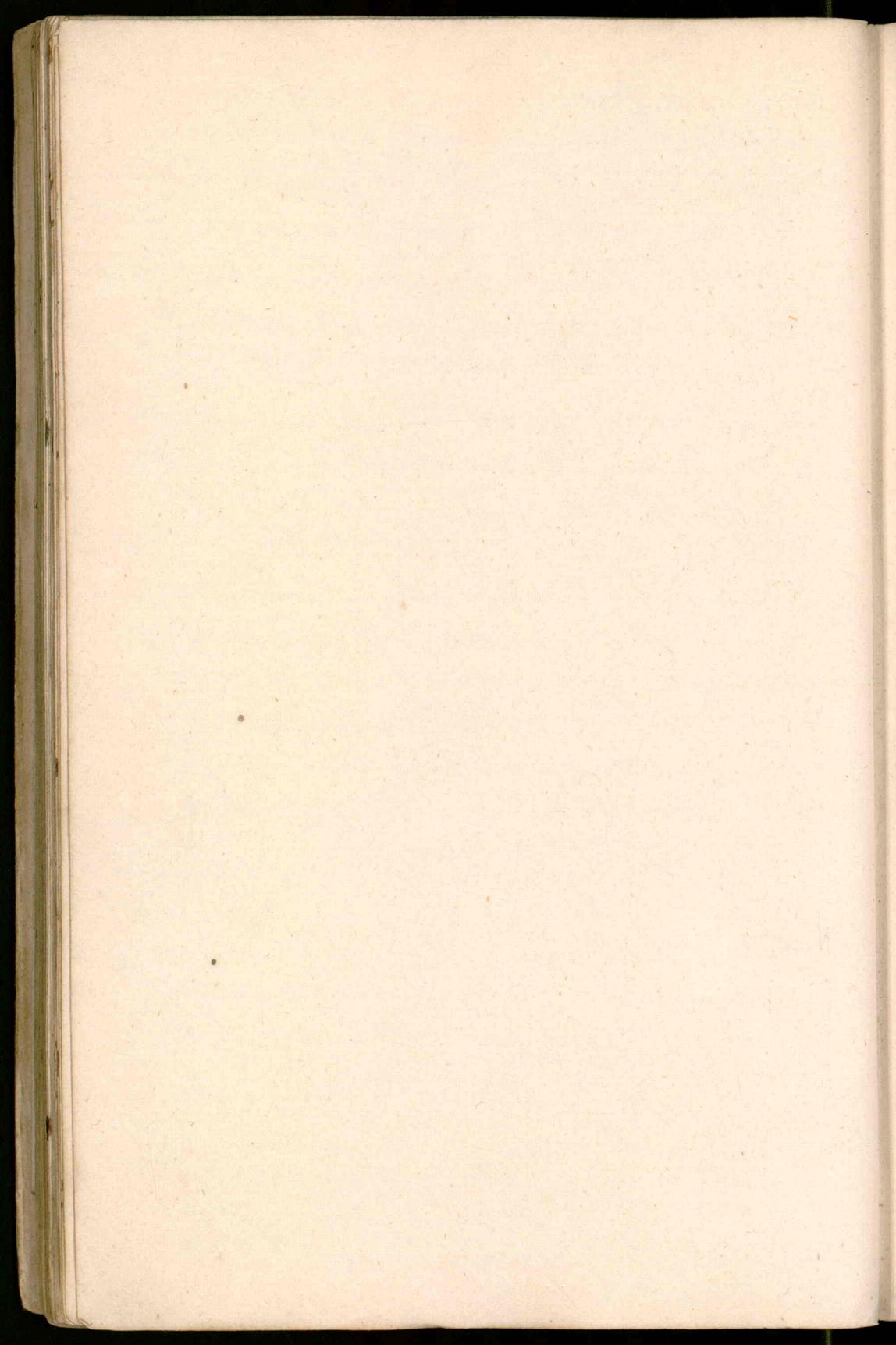
Lat. 51. 8.

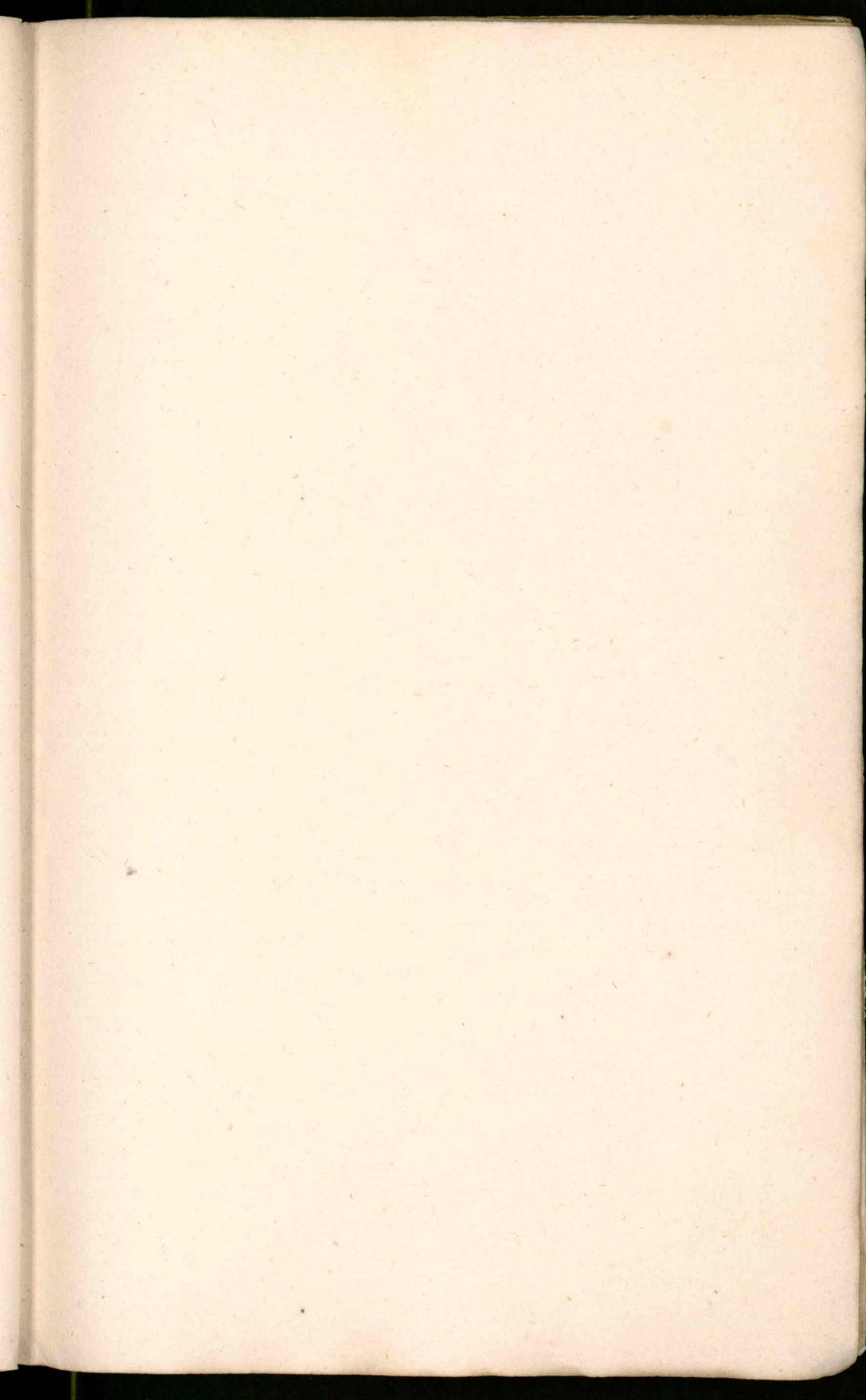
Jan. 11 - At 10 P.M. made Lundy ahead - fresh
breeze from N. E. ~~hazy~~^{hazy} seas: weather -
At 3^h it bore S. of us - At 4 saw
Hartland p. Got a Pilot aboard - At
3 AM drop'd anchor in King road. & at 4
got into a Rill Boat - pass'd the custom
ho. latter in our way, but she did not
molest us - landed at lamplighters at
6 & got to my brother's house before
they were up - Thus end this most
anxious

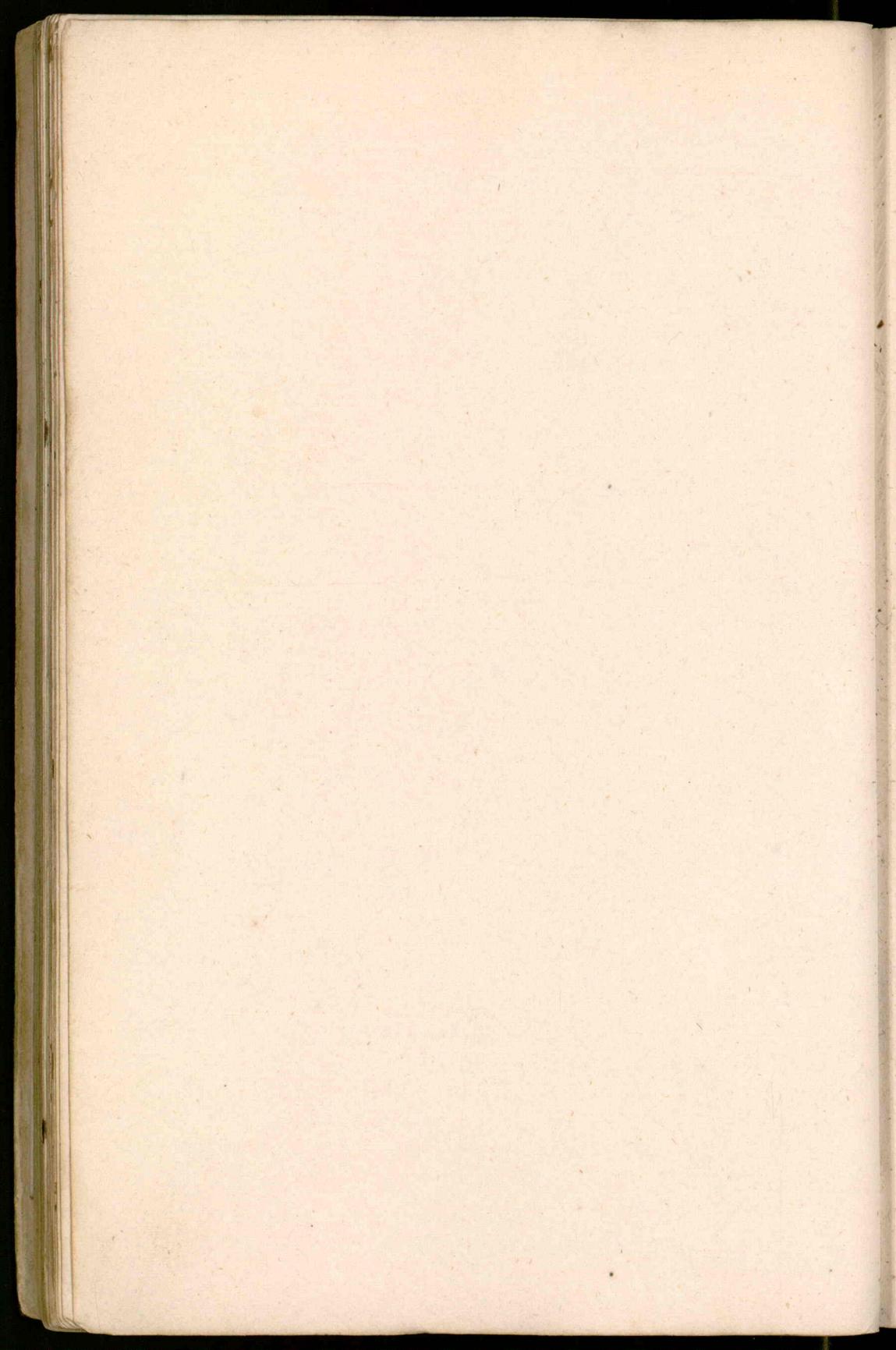
64 days

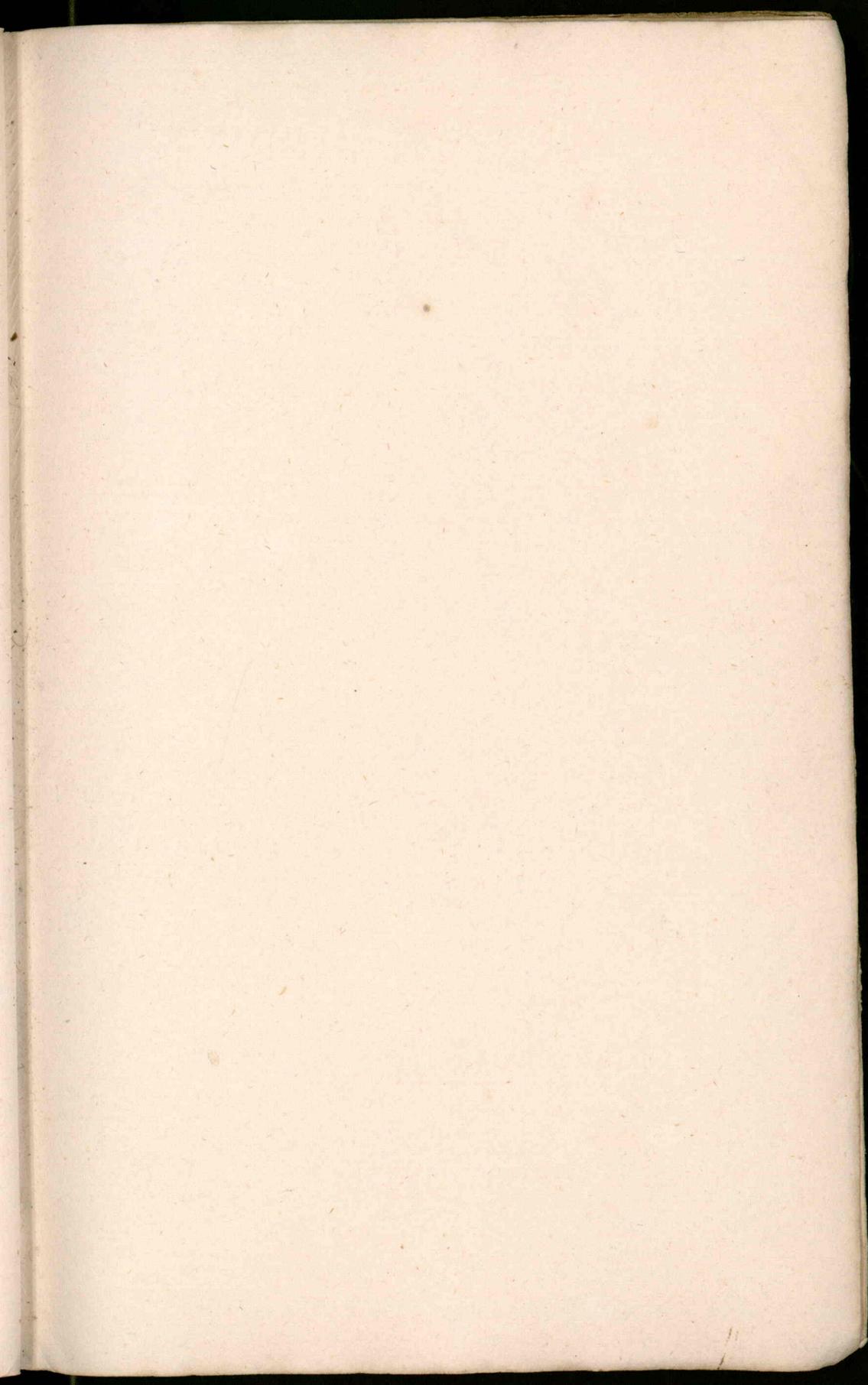


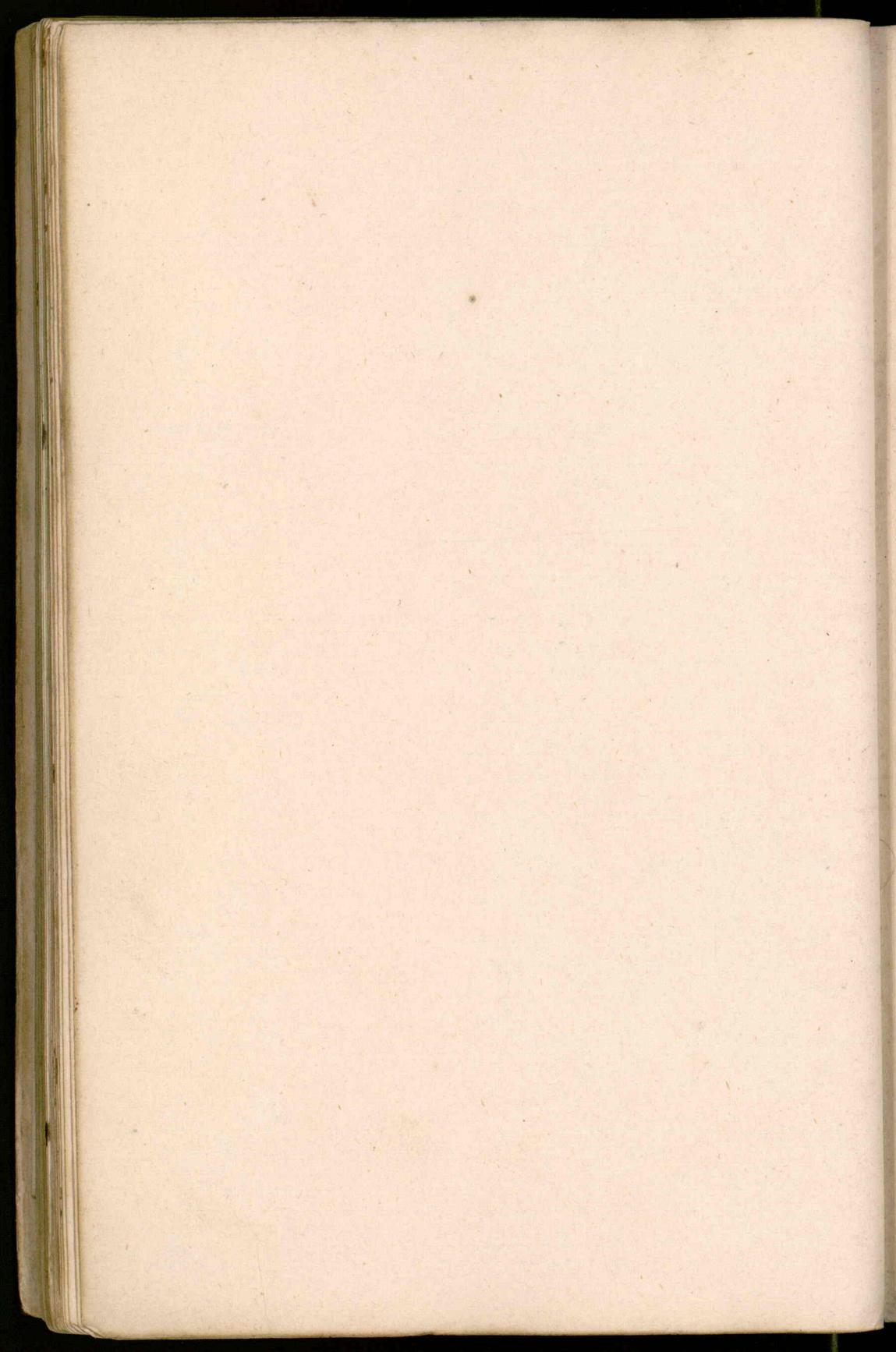


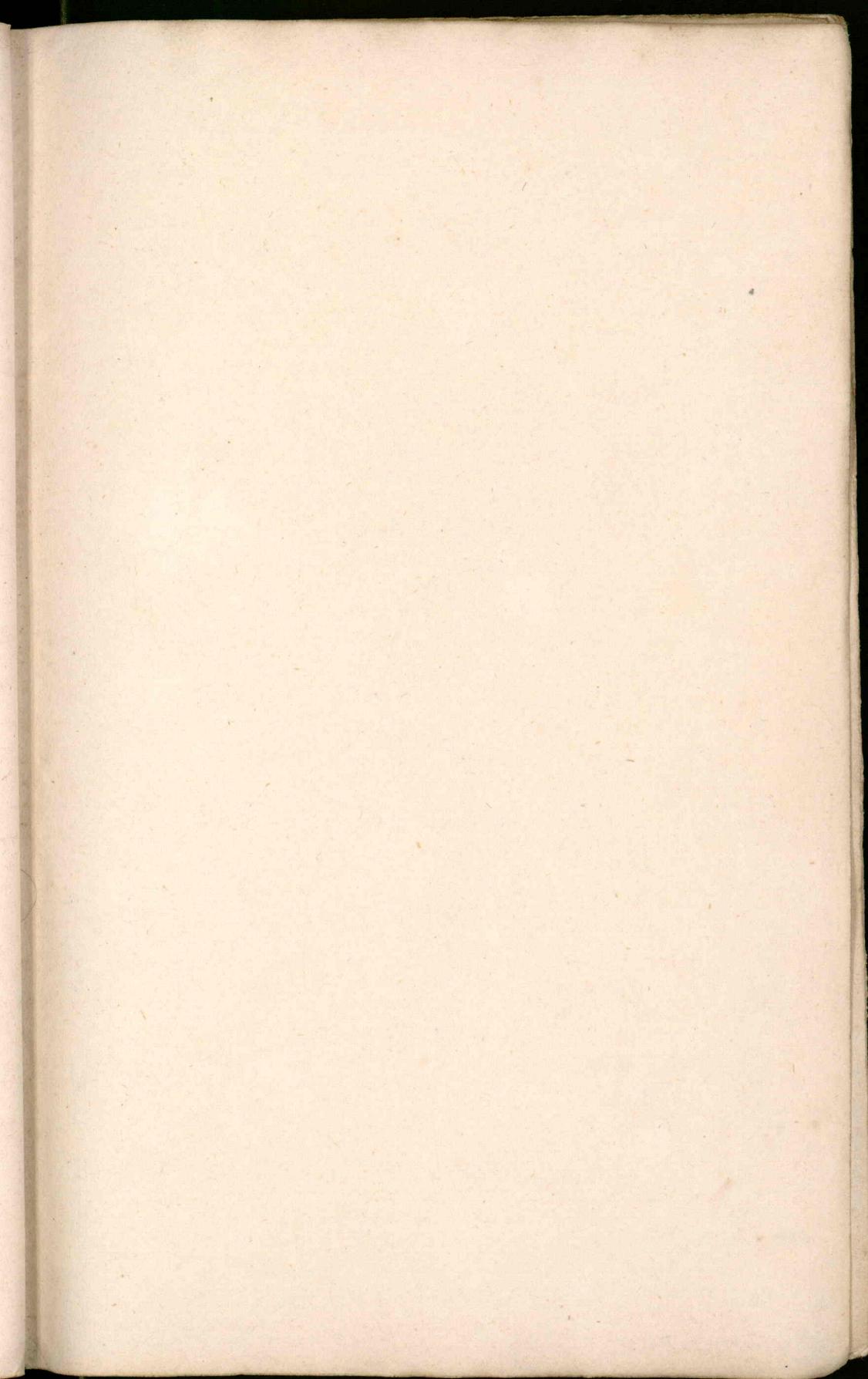


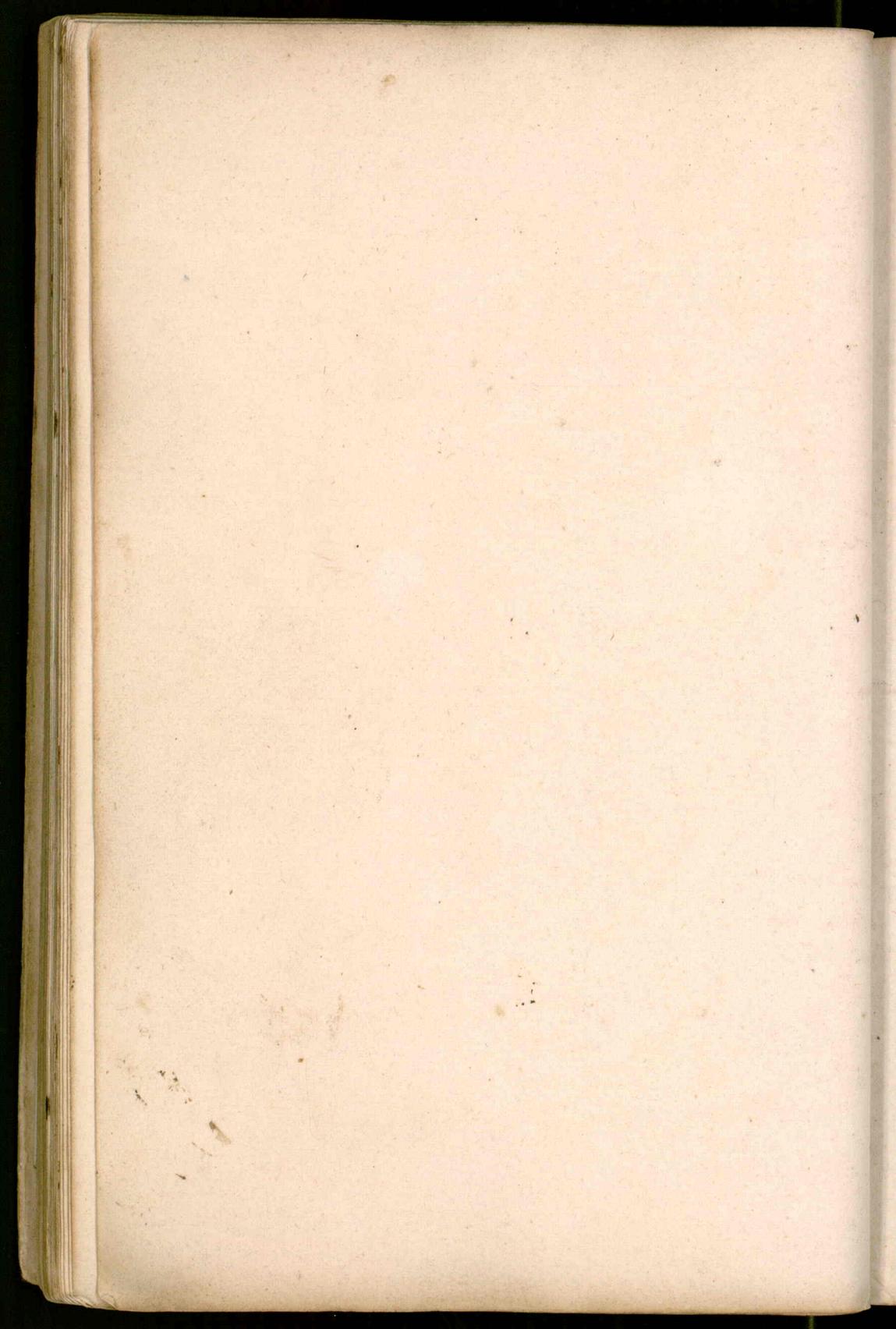












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