

Lilly
 MDHS
 Mammoth Logs Transcription
 6/17/09- 8/10/09

Title Page:

Schooner Mammoth of Baltimore

THE SEAMAN'S JOURNAL:

BEING

AN EASY AND CORRECT METHOD OF KEEPING THE

DAILY RECKONING OF A SHIP,

DURING THE COURSE OF HER VOYAGE.

By Capt. Samuel Franklin

The COLUMNS and SPACES are properly ruled and divided for the Entrance of every necessary OBSERVATION; and the several Departments arranged in the most regular and conspicuous manner.

PORTLAND:

PRINTED BY ARTHUR SHIRLEY, FOR STEPHEN PATTEN, No. 10, Jones'

Row, EXCHANGE-STREET.....1812.

Daily Log:

Remarks 24th June 1814

This 24 hours commences with heavy gusts from the North East at 1 PM. Portland light bore NNW dist. 12 Miles from which we take our departure[.] At 8 took 2 reefs in Foresail and Mainsail[.]

Middle part Heavy gales with a tremendous sea breaking over us[.] Housed the guns, stored the Anchors and sent down Top gallen yards & cleared the Decks of 100 things.

Remarks 25th June 1814

This day commences with fresh gales, and a heavy sea breaking over us at 4 PM hove too under reefed foresail.

Middle Part thick rainy weather at 4 AM set the Mainsail with 2 reefs in it.

Latter part same as before, no observations this day.

Remarks 26th June 1814

These 24 hours fresh gales and running weather, at 3 PM made the wreck of a vessel to windward, tacked ship and stood to them. At 4 PM got the boat out and boarded her. She was the sloop (Furmer?) of New York bound to Newport and had been captured by the Liverpool Packet, and had a Prize Master and (?) men on board besides. Mr. Charles Chipman with a wife and Eight children and Hanz Hanzun, a swede put on board of the sloop from a Swedish vessel the Liverpool packet has taken and a Mr. (? Name begins with L) Delano, American. The sloop was taken in the night. And it blowing fresh. Mr. Chipman thought it best for himself and family to remain on board and go to and to get on to Eastport. At 5 PM left the sloop in a sinking condition. Ends moderate.

Remarks 27th June 1814

First part of these 24 hours commenced light winds and clean weather at 4 PM. Exercised the guns... At 7 PM took 2 reefs in Mainsail and 1 in the foresail. Moderate breezes and cloudy. At 11 PM squally with rain. Took in the Mainsail and Jib at 4 AM made sail again. At 3 AM made a sail bearing SE. Made sail in chase, and cleared ship for action. At 8 AM tacked ship, At 11 tacked ship. At 12 Boarded the chase, she proved to be the Russian ship Joseph from Boston bound to St. Petersburg in Ballast. And had 29 passengers. Permitted her to proceed.

Remarks 28th June 1814

First part of these 24 hours pleasant breezes and clear weather at 5 PM[.] Called all hands to quarters to Exercise the guns[.] At 8 took in the Main topsail and reefed the Fore Topsail and took in the Flying Jib at 10 do took in the Fore Topsail[.]

Middle part light winds and clear—weather at 4 AM set of Topsail and Flying Jib.

Latter part fine windy and clear weather, People employed at ships duty.

Remarks 29th June 1814

First part of these 24 hours clear weather and pleasant Breezes at 5 PM called all hands to quarters to Exercise.

At 8 PM closed reefed the Fore Topsail

Middle part cloudy with light rains. At 4 AM moderate and clear. Set the reefs out of the Fore Topsail. At 9 AM set the Fore and Main Top gallan sails. People employed at ships duty.

Remarks 30th June 1814

First part of these 24 hours commences with fresh breezes and Lazy weather[.] at 12 set the squaresail and fore Topmast Studdingsail. At 5 PM took in Top gallansail, Squaresail and Studdingsails and braided up the Foresail.

Middle part fresh breezes with a very thick fog. At 3 AM took one reef in mainsail.

Latter part moderate and foggy [.] People employed at ships' duty.

Remarks July 1

These 24 hours commences with light winds and a very thick fog [.] At 8 PM took in Main Top Sail. Middle part light winds and thick fog [.] At midnight sounded in 55 Fathoms water. Sandy Bottom. At 2 AM Bailed up the Foresail and took in the Flying Jib and tacked the Fore Topsail [.] sounded in Fifty three fathoms water.

Latter part fresh breezes and a thick fog [.] At 10 AM took in Fore Topsail & hove too. Caught several Codfish.

Remarks on July 2, 1814

The first part of these 24 hours [.] fresh breezes and rainy weather [.] at 3 PM set the Flying Jib [.]

Middle part fresh breezes, with thick foggy weather [.]

Latter part light airs [.] at 11 AM the sun came out and the Fog disappeared. At 12 AM won ship to the NNE and set Top gallansails.

Remarks on July 3, 1814

The first part of these 24 hours commences with pleasant Breezes and Foggy weather. At 8 PM took in Top gallansails, Main Topsail, Jib a Jib and Foresail [.]. Close reefed the Fore Topsail and single reefed the Mainsail.

Middle part same as before [.]. Hove too and under mainsail Jib and Fore Topsail, and sounded in 52 fathoms of water.

At 12 PM let reef out of mainsail and set the Flying Jib.

Remarks on July 4, 1814

First part of these 24 hours Light winds and very foggy weather and very cold[.] at 7 PM heard a Report like unto A gun [.]. Made all sail in pursuit of it [.]. At 10 PM came on so Dark that I could not see the fore mast from the main. At 10 PM it being too Dismal to run hove her too [.]. At 4 AM made all sail [.]. at 8 saw several Islands of Ice with in a mile of us [.]. Tack ship and stood to the (?) (?), as I suppose it must Be the Island of Ice Bursting which made those Reports like guns [.]. The mountains of Ice was nearly 50 feet above the surface and very large in circumference and the Islands being thick together [.]. (?) it Ends with thick weather (?) [.]

Remarks on July 5, 1814

These 24 hours commences with fresh breezes from the WSW and clear weather. At 1 PM took in the Main Topsail and brailed up the Foresail. Hove too and caught several cod fish. At 7 filled away. At 8 took one reef in the Fore Topsail and took in the flying Jib[.] Middle part fresh breezes with thick foggy weather. Latter part same; at 1 AM hove too and caught several cod fish. At 11 AM filled away and set the Foresail and main Topsail[.] Ends with thick fogs and fresh breezes[.] No observations this day[.]

Remarks on July 6, 1814

These 24 hours commences with thick fog so we Can't (Discover/Discern) one hundred yards Distant from us[.] Middle part same as above[.] Latter part thick fog. At 9 AM sounded but got no Batten [.]

Remarks on July 7, 1814

The first half of these 24 hours with variable winds and foggy weather. At 6 PM took one reef in the Fore Topsail[.] Inspected the cartridges of the guns[.] found them all in good order[.] Middle part foggy weather[.] Latter part more clear, made and took in sail accordingly[.]

Remarks on July 8, 1814

These 24 hours commences with moderate breezes and a thick fog[.] at 4 PM called all hands to quarters to Exercise (&?) at 8 PM took in the Main Topsail, and one reef in the Fore Topsail[.]

Middle part variable weather with light rain. At 1 AM took the second reef in the Fore Topsail- Latter part Same[.]

Remarks on 9th of July, 1814

The first part of these 24 hours[.] Pleasant breezes and clear weather. At 12 AM set the Squaresail, F. Top mast Studding sail and Lower Studdingsail. At 4 PM called all hands to quarters to exercise (?). at 8 PM took in the Squaresail and studdingsail, and set the main Topsail.

Middle part pleasant breezes and foggy weather. At 3 AM the throat halliards of the main sail gave way. Took in the mainsail and (?) the halliards again[.]

Latter part more clear.

Remarks 10th July 1814

The first part of these 24 hours commences with fine breezes and clear weather[.] At 6 PM took in the Top Gallensails[.]

Middle part Same. At 1 AM handed the Main Topsail and took one reef in the Fore Topsail. At 2 Bailed up the Foresail[.]

Latter part pleasant breezes and fine weather.

Remarks on July 11th 1814

These 24 hours commences with moderate Breezes and cloudy weather. At 30 minutes past 4 PM saw a sail bearing NE. Made sail in chase and cleared ship for action. At 5 PM the ship hoisted English Colors [.] At 6PM gave her a gun which was immediately returned, and we commenced the action and continued firing for 35 minutes when two of the Brickings of the guns gave way. And the wind being so light we could get along side of her. So concluded to haul off as it was nearly dark and lay by her until the morning. Mr. Cole prize master was accidentally wounded in the leg by the recoiling of the guns. We received a shot through the Starboard quarter, and the Main Topmast sounded below the width of the Mainmast head, and some of the small rigging shot away. Expended 40 cartridges. At 10 PM the wind light and a smooth sea[.] the ship bearing SSW $\frac{3}{4}$ of a mile dist. All hands employed in repairing the (mast?). At 6 PM bore up for him. At 10 came alongside of the ship within musket shot, when we perceived him to a transport full of troops. Thought it best to leave him[.] Tacked ship and gave him a raking Broadside of great guns and musketry while in stays which was returned by the Enemy but did us no damage.

cRemarks July 12, 1814

The first half of these 24 hours commences with light winds and cloudy weather. At 2 PM got out the Boat and stopped the shot hole in the Starboard quarter; Sent down the Main Topsail repaired it and sent it up again, lying too, at 8 PM[.] Filled away and reefed the Fore Topsail.

Middle part fresh breezes and squally with rain.

Latter part fresh breezes and clear weather[.] at 9 AM set the Foresail[.] People employed doing ships duty.

Remarks July 13 .. 1814

The first part of these 24 hours commences with light winds and clear weather. At Midnight light winds from the Westward[.] Set the Foresail. Middle part light breezes and clear weather.

Latter part fresh breezes and cloudy weather. At 7 AM took in the Main Top sail, the second reef in the Mainsail. At 9 AM let one reef out of the Fore Top sail[.]

Remarks July 14... 1814

The first part of these 24 hours commences with strong breezes and thick misty weather. At 7 PM took one reef in the Mainsail, 2 reefs in the Foresail, sent down the Fore Top Gallen yard, and got the JibaJib in, took in the Mainsail and Jib and set the Foresail and hove too[.]

Middle Part same –

Latter part more moderate at 5 AM wove ship at 11 AM set the Topsails and mainsail[.]

Remarks From Day July 15 1814

The first part of these 24 hours commences from Calm and a rolling swell from the SW[.] At 8 light breezes and rains. At 10 PM light winds from the NNE[.] Jibed ship, and set the Mainsail[.]

Latter part moderate winds and clear weather. At 4 AM wove ship. At 9 set the Foresail and sent up Top gallyenyard. At 11 Made two sail to windward, bearing SSW. Made all sail in chase. At 12 discovered one to be a Brig of war the other a ship, which stood to the SE[.] The Brig made all sail in chase of us[.] at 3 came on foggy lost sight of her[.]

Remarks on July 16th 1814

These 24 hours commences with moderate wind and foggy weather[.] At 8 PM tacked ship to the southward[.] At 2:30 AM tacked to the NW saw nothing of the Brig in chase. At 4 PM called all hands to quarters to Exercise (?) At 8 PM tacked ship to the southward. At 9 heard the report of a gun to windward and saw a Brig to windward within gunshot in chase of us[.] Wove ship and stood to the NNE at 10.30. Took in Studdingsails, and squaresail, and hauled close upon a wind to the NW. At 11.30 hove too. At 5 AM fresh breezes and clear sea there. Made several Islands of Ice bearing SW by S. At 11 saw a sail to windward. Tacked in chase[.]

Remarks on July 17th 1814

The first part of these 24 hours Commences fresh breezes and hazy weather[.] At 1 PM saw a ship bearing SSW standing to the westward. Made sail in Chase[.] At 4 PM saw several Islands of Ice coming on thick fog. Hove too. At 30 minutes past 6 saw several sail but the fog being so thick could not make them out. At 8 wove ship and reefed the mainsail and F. Topsail and took in the Foresail. Hove too to wait for daylight. At 5 AM sent down (?M. T. Jibyard?) and took in the Fore Topsail. At 9 set the (???) Flying Jib[.] at 10 thick fog saw large lumps of Ice on our lee bow wove ship and cleared it. So Ends. No Obs. this day.

Remarks on July 18 1814

The first part of these 24 hours commences with moderate winds and thick fog. At 8 PM took in the Main Topsail, and brailed up the Foresail. At 9 close reefed the Fore topsail.

Middle part same

Latter part fresh Breezes and Foggy Weather.

No obs. this day.

Remarks on July 19th 1814

The first part of these 24 hours commences with light breezes and foggy weather[.] at 15 minutes PM fell in with and captured the British Rig Britannia. Capt. Snow, from St. Andrew, bound to Liverpool (Eng.), loaded with Lumber. Took out the prisoners, 6 in number, and burnt her[.] at 4 PM filled away and made sail. Head. as per Log.

Middle and latter part same[.] Took in and made sail as occasion required.

No obs.n this day

Remarks on July 20th 1814

The first part of this day commences with fresh breezes and squally weather. Attended with rain and a heavy sea from the Westward. At 8 PM sounded in 23 fathoms of water.

Middle part same.

Latter Part light breezes and cloudy weather[.] At 11 AM Boarded the French Sch. Maria from St. Malo(er). Capt. Neil on a Fishing Voyage out 45 days. Permitted her to go on. She had the Bourbon flag hoisted.

Remarks on July 21st 1814

This 24 hours commences with fresh breezes and cloudy weather. At 12 AM captured the British Schooner Brothers, Anthony Winson master, from Dartmouth, on a fishing voyage. Put Mr. Chipman and family with the six prisoners on board, and ordered her into the first port. At 4 PM fell in with and boarded the French brig Index, Capt. Lefony, from Greenville, fishing. Having the Bourbon Flag hoisted. At 4 PM (or AM?) made sail[.]

Middle and latter part moderate Breezes and fair weather. Got a good observation.

Remarks on July 22nd 1814

These 24 hours commences with light breezes and clear weather[.] At 1 PM thick Fog. At 8 PM took in sail. At 9 PM fresh gales. The Batt. Rope up the Flying Jib parted and split the Sail unbent it and set the Sailmaker to repair it.

Latter part light Breeze, Same pleasant Weather... made sail accordingly

Remarks on July 23 1814

The first part of these 24 hours pleasant breezes and cloudy weather. At 4 PM saw a sail bearing NNW made sail in chase. At 5 PM saw two sails bearing NW, one of which immediately gave chase. At 8 PM made him out to be a Brig of War, and the other two Merchantmen. Hauled on the wind to the Southward and Westward. At 9 lost sight of the Brig. At 10 kept off before the wind in chase. At 11 Foggy weather and light breezes—Latter part nothing in sight.

Remarks on July 24 1814

These 24 commences with light winds and foggy weather. Tried the current at 6 o'clock and found it setting to ENE 1 ½ miles per hour[.] At 4 AM saw three sail of (?) to windward; made sail in chase. At 11 AM came up with one a Brig bound from Trinity (?) to (?) in Ballast. Took out the prisoners 10 in number and burnt her[.] Foggy (?) [.] at 12 fell in with the Brig Urania Capt. Clunie from (?), took out the prisoners, 10 in number & burnt her, as neither of them had any cargo in—at 3 PM filling away.

Remarks on July 25th 1814

The first part of these 24 hours commences with light breezes from the NNW and foggy weather. At 3 PM got through with the Urania and made sail to the N & Westward[.] At 7 hours and 30 minutes, the fog cleared off and we saw a sail bearing NE dist. 8 miles, made sail in chase. At 11 PM came alongside[.] She proved to be the English Brig Eliza, from New Foundland for Prince Edward Island in Ballast. Made her Cartel and put twenty three prisoners on board and sent him in. Parolled thirty three prisoners. At 9 AM saw a sail to windward[.] Made sail in chase. Moon coming up with the Sail (?) flash.

Remarks on July 26th 1814

The first part of these 24 hours commences with fresh breezes and clear weather. At 3 PM came up with and captured the British Brig Ainsley, Capt. Jackson from Quebec bound to Barbados, loaded with Lumber and 25 horses. Took out the Prisoners in number, two 9M cannonade, and about 80 round shot, and several small articles and scuttled her. At 10 got through with the Brig and scuttled her and filled away. Head. as P. log. Latter part fresh Breezes and foggy weather... No obs.n this day.

Remarks on July 27th 1814

These 24 hours commences with fresh breezes and foggy weather. At 8 PM took in the Main Topsail. At 4 AM the fog lighted up. Saw a sail bearing NNE. Gave chase[.] at 5 AM came along side, she was the English Schooner Good Intent. Captain Parker from New Foundland on a fishing cruise. Put 9 prisoners on Board and ordered her back. At (?) AM filled away. Latter part fresh Breezes and Foggy Weather. No observations this day.

Remarks on July 28th 1814

First part of these 24 hours commences with moderate Gale and a thick Fog.

Middle part same as first.

Latter part same, at 11 AM got the Mainsail in to repair it.

No observations this day.

Remarks on July 29th 1814

The first part of these 24 hours commences with fresh Breezes from the Westward and Foggy weather[.] at 8 PM finished the Mainsail and set him, Took in sail. At 8 AM set the studdingsails. At 11 AM saw a large Island of Ice, immediately took in the Studdingsails, as it grew foggy. People employed in duty about the Rigging. No observations this day.

Remarks on July 30th 1814

The first part of these 24 hours commences with light breezes and foggy weather. At 10 PM got the attitude of the moons (Looner) limb[.] Latitude 47.89 N.

Middle part light breezes.

Latter part light airs, at 9 AM got the Foresail unbent to repair it. People Employed in repairing the Rigging.

Latitude by observation 47.28

Remarks on July 31st 1814

First part of these 24 hours commences with Moderate Breezes and cloudy weather. At 30 Minutes past 4 PM saw a sail bearing E by N. Kept off and made sail. At 8 PM coming on thick and cloudy. Lost sight of her. At 10 PM Fresh Gales and a heavy sea. Took in sail. At 30 minutes past (1/4) AM strong gales and a heavy sea. Hove too. Under 3 reefed Foresail. At 6 AM made sail again. And kept her as per Log.

Latt. by Observation 48.13.

Remarks on August 1st 1814

First part of these 24 hours commences with fresh Gales and cloudy weather. With light rain, at 8 PM squally took on sail as required.

Middle part same as first.

Latter part more moderate[.] At 10 AM set the Fore Topsail close reefed. At 11:30 saw a sail bearing East, and on a wind to the SSW at 12 AM got the main sail reefed, and set the Jib and Jib Beam in (?). No observations this day.

Remarks on August 2nd 1814

The first part of these 24 hours commences with strong gales and a heavy sea from the Westward. At 5 PM came up with and captured the British Brig Sarah, Joseph Dolens master[,] from Cork Bound to Quebec[.] Cargo Flours, took out the Prisoners 10 in number, and put Prizemaster and crew on Board and ordered to (next three or four words illegible) Hour us till morning. At 4 AM got out the Launch and sent her on Board and got out 60 Barrels of Flour, all the ships Provisions, and several small articles and burned her.

Remarks on August 3 1814

The first part of these 24 hours commences with moderate Breezes and cloudy weather. At 3 PM saw 2 sails. Made sail in chase. At 5 PM came up with and captured the British Brig Alexander, (?name unclear) master, from St. Thomas, bound to Liverpool, carrying Sugar, Rum, Molasses, and (?) took the prisoners out and put Mr. Patten prizemaster and crew on Board and ordered her to make sail and follow us in chase of the other sail[.] At 9 PM came up with & captured the Brig Charlotte, Allen, Master, from Antigua for Glasgow, cargo Sugar, Rum and Molasses. Took out the Prisoners and put M. Trehearn & prize crew on Board and ordered to (ly?) by late morning. At 8 AM spoke an English Brig in Ballast, but it blowing very heavy could not Board her, all hands employed in getting the Nepel secured against the approaching gales.

Remarks on August 4th 1814

These 24 hours commences with fresh gales and a heavy sea. At 2 PM very heavy gales and a most tremendous sea. Got the yard sown, lost a part of the Fore Topsail that blowed loose, got the Lee guns to windward, and hove overboard about 20 barrels of Flour, which eased the laboring or the Schooner very much.

Latter part, moderate Breezes and a high sea. All hands employed repairing damages.

Latitude by observation 46.54.

Remarks on August 5th 1814

The first part of these 24 hours commences with moderate Breezes and cloudy Weather. All hands employed in getting things in order after the gale. At 6 PM saw a Schooner steering West. Made her out to be an American Privateer, did not speak her.

Latter Part, moderate Breezes and cloudy weather with light rains.

Remarks on August 6th 1814

The first part of these 24 hours commences with fresh breezes and rainy Weather.

Middle part. Heavy Gales and rainy weather. Took in and made sail as occasion required[.]

Latter part more moderate, made Sail, cloudy, could get no observation this day.

Remarks on August 7th 1814

The first part of these 24 hours commences with Moderate breezes and cloudy Weather. At 10 PM saw a sail Bearing ESE steering to the Westward. Hauled close on the wind: Midnight tacked ship in chase of him. At 10 AM made him out to be a Frigate with the top of his Main Topmast and having a Brig in tow with the top of her Mainmast. Hauled our wind and left them. No observations this day.

Remarks on August 8th 1814

This 24 hours Commences with moderate Breezes and Cloudy Weather[.] At 5 PM saw a sail bearing SW by W[.] Made sail in chase at 8 PM lost sight of the chase in the dark.

Middle part light winds and cloudy weather.

Latter part same[.] Nothing in sight at 4 AM—At 11 AM saw 2 sail. Gave chase, soon discovered them to be the Frigate and Brig & left them & hauled to the Southward[.]

Remarks on August 9th 1814

The first part of these 24 hours commences with moderate Breezes and clear weather.

Middle part same as first.

Latter part same—Watch employed in ship's duty.

Long. By O(Ed.: Lunar Symbol) A (?) 30...53...15

Remarks on August 10th 1814

The first part of these 24 hours commences with moderate Breezes and clear Weather[.]

Middle part same[.]

Latter part same. The watch employed in doing ship's duty[.]

O(Ed.: Lunar Symbol) By Looner at 12 o'clock 28.40 West

Remarks on August 11th 1814

The first part of these 24 hours commences with moderate Breezes and clear weather, nothing in sight.

Middle part Same as first[.]

Latter part Same.

By O(Ed.: Lunar Symbol) 25..31..45 West

Remarks on August 12th

These 24 hours commences with fresh Breezes and clear weather. At 8 PM fresh Gales, took in sail.

Middle part fresh gales, at 5 AM saw a sail, hauled on the wind to the NW at 6:30 wove ship. And gave chase. At 8 AM very thick and rainy lost sight of her.

No observations this day[.]

Looner Brought (? Unclear abbreviation ?) 20..59..45

Remarks on August 13th

These 24 hours commences with fresh gales and rainy weather[.] At 6 PM saw a sail bearing NNE. Made sail in chase[.] At 8 PM came up with and spoke the British Transport Brig No. 67 from Quebec bound to Portsmouth, out 29 days[.] The sea being so high could board him[.]

Middle and latter part Stiff gales and cloudy[.] Nothing in sight. The watch employed repairing sails.

Remarks on August 14th

These 24 hours commences with moderate Breezes and cloudy Weather. At 7 PM unbent the Fore Topsail and bent a new one.

Latter part moderate with a high sea, saw a Fleet of Transports, under convoy of Two Frigates; Hauled on the Wind.

So Ends. Watch employed in sundry jobs [.]

Remarks on August 15th 1814

These 24 hours commences with fresh Breezes and cloudy Weather[.] At 6 PM sounded, but got no Bottom, at midnight hove too.

Middle and latter part same as first. At 6 AM filled away head. as p. Log.

Remarks on August 16th 1814

The first part of these 24 hours commences with fresh Breezes and a head sea. At 3 PM saw a sail Bearing ENE, standing to the S & W. At 4 discerned her to be a man of war, haul'd our wind to the North. She gave chase. At 6 PM saw 2 brigs bearing NW steering EBS. At midnight kept off before the wind in order to go round the Frigate. At 8 AM nothing in sight.

So ends this day.

Remarks on August 17th 1814

These 24 hours commences with fresh Breezes and Hazy weather[.] at 8 PM hove too. At 10 PM saw Breakers under our lee bearing ENE. Filled away and tacked ship to the West. At 10 AM made a sail bearing North. Made sail in chase, & cleared away for action at 12 noon, came up with & captured the British Barke Mary from St. Johns' N.F. bound to (?), cargo seal oil, seal skins[.] We took out Mr. Curran and his 3 daughters and put Mr. Hall, and prize master on Board. & Ordered for the United Staes[.] At 4 PM filled away[.] head as p. log. On next days work.

Remarks on August 18th 1814

The first part of these 24 hours commences with fresh Breezes and hazy weather. At 4 PM got through with the Mary and filled away as p. log.

Middle part light Breezes and clear weather.

Latter part clear Weather & light Breezes. At 7 AM saw a sail bearing W.S.W. Made sail in chase and cleared ship for action, coming up with the chase very fast. At 11 o'clock made the Land. Mizen head Bearing North Dist. 20 miles.

Remarks on August 19th 1814

The first part of these 24 hours commences with moderate Breezes and clear Weather, at 2 PM came up with & captured the English Brig Salus Teecher. From Quebec bound to Liverpool (305 Tons, Registry No. 68. (?) (?) (?) & Lace of Liverpool) with a cargo of Lumber. Made a Cartel of her (she having several Lady Passengers on board) and sent 73 prisoners in her. At 6 PM Mizen Head bore North. Dist. 10 miles, and Cape Clear bore E.N.E. dist 18 miles.

Latter part cloudy, and moderate. At 5 AM saw a sail from masthead. Made sail in chase & celared ship for action. At 11 Boarded him, she proved to be the Barke Mary, our prize. Gave him a few articles she wanted, and told him to proceed as fast as possible[.] Mr. Hall, Prize Master of the Barke, informed us he saw a Frigate who bore down on him within gunshot. When they hoisted English colors on Board of the Prize, and the Frigate fired a gun to Leeward, and made sail in chase of us who then saw from the Masthead over hauling the Brig. We did not see him.

Remarks August 20 1814

These 24 hours commences. Light winds and clear weather. Laying too repairing sails. At 9 PM made sail[.]

Middle and Latter part fresh Gales and a crop sea, with light rains and thick foggy weather. At 7 AM saw the Barke, our prize to Leeward. Split the Jib, took it in to repair it.
So ends.

Remarks August 21st 1814

The first part of these 24 hours commences with moderate Breezes and thick Weather, nothing in sight.

Middle and latter part, moderate breezes and light rains, attended with Squalls. At 9 AM more clear saw a sail. Made sail in chase, at 12 came up with and Boarded the Swedish Gochist Sophia from St. (?) bound to Gottenburg with a cargo of Salt. She had on board the crews of two English Vessels that had been captured by American privateers and put on board. And in consequence she would have to tack at some port in England to land them & get supplies.

Remarks August 22 1814

The first part of these 24 hours commences with moderate Breezes and clear Weather, at 4 PM saw a sail from Masthead Bearing SSE. Made all sail in chase[.] At 8 PM cloudy, lost sight of her[.] Continued the chase till 11 o'clock took in Studdingsails and square sail. At 6 AM saw several sail. At 8 made 3 of them to be men of War[.] They all gave chase.

Latter part fresh gales and a heavy sea[.] with thick weather and rain at 12 noon, it cleared up a little & see them a little on the lee quarter[.] At 2 tacked ship. At 4 cleared away for half an hour[.] Could not see anything of them.

Remarks August 23 1814

These 24 hours commences with fresh Gales, and thick rainy Weather. At 4 PM more clear could not see anything of the Brigs[.] At 8 PM let one reef out of the Foretopsail, and set the Main topsail[.]

Middle and latter part, fresh Breezes and clear Weather, accompanied with light Squalls. Watch employed, getting things to rights.

Remarks August 24th 1814

The first part of these 24 hours commences with moderate weather[.] at 4 PM saw a sail to windward. Made sail in chase[.] at 4:30 saw a sail on the lee Bow[.] at 5 made her out to be a man of war Brig, who immediately gave chase. At 8 had run her out of sight. At 7 AM saw a sail from the Masthead bearing WSW. Made sail in chase. At 8 made her out to be a ship standing to the Eastward, at 10 AM wove ship & stood (?) for him and hoisted English Colors, when he hoisted the Bourbon Flag. The sea so heavy could not board him[.] Wove ship to the Westward.

Remarks August 25 1814

The first of these 24 hours commences with fresh Breezes and thick Weather. At 3 PM saw a sail standing to the N & Eastward. At 6 PM saw two more sail standing to the N & Eastward but it being nearly dark and blowing very fresh could not see what they were.

Middle and latter part fresh Breezes and hazy weather. At 10 AM saw a sail standing to the N & Eastward. Made sail in chase.

Remarks Aug. 26th 1814

Commences fresh Breezes & cloudy[.] At 2 PM boarded a Swedish Brig from Cadiz bound to Hamburg, cargo Sugar & cotton[.] At 4 PM saw a large fleet steering on a wind to the Eastward, several men of war in company. At 8 PM hove to. At 2 AM wove ship and stood to the Eastward. At 5 AM saw a sail from the Masthead. Made sail in chase. At 10 came up with & captured the British Brig Sir (?) Popham Clements master from Lisbon bound to London, cargo Oranges & Lemons & Onions[.] Took a few of them out, and as she belonged totally to the Master of her gave her up to him.

Remarks 27 August 1814

These 24 hours commences with moderate Breezes and hazy weather. At 6 PM got through with the Brig. Saw a sail bearing S & E. Made sail in chase. At 8 PM came up with and captured the Russian Ketch Gute Gisellschaft. Capt. Brinkman, from Lisbon

bound to Plymouth (Eng.) cargo government store, for the British (Bread & Flour)[.] Hove a great part of the cargo overboard and gave the Neptal up. Latter part hands employed in ships duty.

Remarks 28 August 1814

These 24 hours commences with fresh gales and flying clouds- at 4 PM hove too. Nothing in sight. At 2 AM Bore up.

Latter part fresh Breezes and a heavy sea. At 8 o'clock AM jibed ship and hove too.

Watch Employed doing ships duty.

Remarks August 29th 1814

The first part of these 24 hours fresh gales and a rough sea. Watch employed doing ships duty.

Middle part same as first. Watch Employed in same as first.

Latter part same. Still laying too.

Remarks August 30th 1814

These 24 hours commences with fresh Breezes and a heavy sea. At 3 PM spoke the French Brig la Diligence from Marsailles, bound to St. Petersburg. Cargo wind. At 5 PM saw a sail from the Masthead, made sail in chase[.] We could not come up with him before dark, so left him in sight during the night[.] Several times he made lights in different forms. And we saw several things floating past. At 6 AM made all sail in chase[.] Passed a Brig with French colors flying[.] At 9:30 AM the chase cut away his stern boat and knocked away the stern of the vessel to get his stern chasers to bear upon us at 10:30 hoisted our colors and commenced firing, which he returned and the Action lasted 50 minutes, when finding he sailed so fast by knowing him to be a Packet thought it best to leaf him.

Expended 58 cartridges.

Remarks August 31st 1814

The first part of these 24 hours commences with moderate Breezes and pleasant weather. Going under easy sail.

Middle part calm. Took in all sail.

Latter part same[.] Watch employed repairing sails Rigging (?)

Remarks September 1st 1814

These 24 hours commences with light Breezes and pleasant weather, at 8 PM boarded the Portuguese Schooner (?) Domingo, from St. Michaels bound to Lisbon, cargo (?), at 9:30 filled away head. as per log.

Latter part calm[.] Watch employed repairing sails (?).

Remarks September 2 1814

The first part of these 24 hours commences with light airs & clear weather. The watch employed at repairing sails, at 7 PM Jibbed away, head. as p. log...

Middle part light Breezes and moderate.

Latter part, the same as before. At 6 AM saw a sail on our weather Beam, made sail in chase & cleared ship for action.

Remarks September 3 1814

These 24 hours commences with light Breezes and clear. At 4 PM spoke a Portuguese ship from Rio Janeiro bound to Lisbon 120 days out.

Middle part light Breezes and clear weather.

Latter part same. The watch Employed in repairing the rigging and sails fore & aft.

Remarks September 4th 1814

This 24 hours commences with moderate weather & light breezes, nothing in sight.

Middle part light Breezes and cloudy weather.

Latter part moderate Breezes and clear Weather. Nothing in sight.

Remarks Sept. 5th 1814

The first part of these 24 hours commences with fresh Breezes and moderate weather. Nothing in sight. At 8 PM thick weather. Tacked ship. At 2 Am tacked ship.

Middle part light Breezes and moderate weather.

Latter part same as before watch Employed in mending Sails, Rigging (?uncl.abbreviation?)

Remarks Sept. 6th 1814

These 24 hours commences with light airs & cloudy. Watch employed about the Sails & Rigging.

Middle part same as first.

Latter part same. At 6 AM saw 2 sail on our Weather quarter. Made sail in chase and cleared ship for action.

Remarks Sept. 7th 1814

The first part of these 24 hours commences light airs. At 2 PM out all reefs & swept up to the Nepel, mentioned in the preceding days work. One proved to be the Swedish Galiot Nelhelmir, Capt. Hognell, from Gollenborg bound to Malaga. Cargo (?) the other the Portuguese Brig St. Antony, Capt. Harnunas, from Amsterdam bound to Lisbon. (?)'d cargo, permitted to proceed after other sail in sight. At 6 boarded them. They proved to be 2 Russian Brigs, from Dantzic bound to Malaga cargo staves- latter part moderate[.] Several sail in sight.

Remarks Sept. 8th 1814

These 24 hours commences with light breezes and moderate Weather[.] Several sail in sight. At 7 PM spoke a Swedish Brig from Stockholm, bound to Alacant. Cargo Straw and hemp, at 9 AM spoke a Russian Galliot from St. Petersburg, bound to Maderia, cargo, wheat. A Brig in sight made all sail in chase. Longitude by Looner 9.57.30 (?)

Remarks Sept. 9th 1814

The first part of these 24 hours commences with moderate Breezes and pleasant weather. At 1 PM boarded a Prussian Brig from Dantzig bound to Oporto. Cargo Staves.

Middle part light Breezes and moderate weather.

Latter Part same; watch Employed at sundry Jobs.

Remarks Sept. 10th 1814

The first aprt of these 24 hours commences with light breezes and cloudy weather; watch Employed repairing the Fore Stay[.] Nothing in sight.

Middle part same as first.

Latter part light breezes. Inclining to a Calm. Nothing in sight.

Long. By Lunar 2.21 (?)

Remarks Sept. 11th 1814

These 24 hours commences with light breezes and pleasant weather, nothing in sight.

Middle part light breezes and moderate with rain[.]

Latter part moderate with rain[.] At 5 AM saw a large fleet, steering to the Northward, under convoy of two Frigates and several sloops of war.

Remarks Sept. 12th 1814

These 24 hours commences with light winds and cloudy. At 2 PM boarded the Dutch Dogger Young Jela, Handerschace master from Cadiz bound to Rotterdam. Cargo Wine.

Middle part moderate and cloudy.

Latter part clear[.] At 11 AM saw a sail, made sail in chase, at 12 coming up with her very fast.

Remarks Sept. 13th 1814

These 24 hours commences with fresh Breeze and clear Weather. At 3 PM came up with and captured the British Schooner Rapid (formerly of Baltimore.) Tha. Dodd Master, from New Foundland bound to Lisbon, with a Cargo of Fish[.] took out several small articles dismantled and burnt her, at 9 PM got through with the Rapid and filled away head as p. log.

Middle and latter part fresh breezes and cloudy weather. Nothing in sight. Hands employed in repairing Rigging.

Remarks Sept. 14th 1814

These 24 hours commences fresh Breezes and cloudy[.] Nothing in sight[.]

Middle part light breezes and clear[.]

Latter part same, at 9 AM calm, sent down the Fore Topsail to repair it.

Remarks Sept. 15th 1814

These 24 hours commences light winds and calm, at 1 PM bend the Fore Topsail & filled away, head. as p.log.

Middle part fresh gales & a rough sea, took in sail as occasion required.

Latter part same, at 4:30 saw a Brig on our weather Bear which immediately gave chase[.] Made sail from him. At 10 could not see anything of him.

Remarks Sept. 16th 1814

These 24 hours commences with fresh gales and squally, at 4 PM wove ship, at 15 minutes past 4 pitched away the Flying Jib Boom[.] Wove ship immediately to clear the wreck of the Boom, hove too, and saved the Jib. (uncl. Abbreviation)

Middle part same as first.

Latter part same, watch employed in getting a F. Jib Boom out. At 12 got the Flying Jib Boom out & and sail bent and wove ship & made sail head. WNW.

Remarks Sept. 17th

These 24 hours commences with fresh Gales and cloudy. At 8 PM light breezes & a heavy sea, at 10 nearly calm, split the Mainsail, got it down & the sail makers to work repairing it, at Midnight got it mended & up again.

Middle part fresh gales and a heavy sea, as before.

Latter part more moderate but a heavy head sea on, got a good observation.

Remarks Sept. 18th

These 24 hours commences with fresh Breezes, with rain, and a heavy sea from the N.W. Took in and made sail accordingly.

Middle part more moderate made sail again.

Latter part fresh Breezes and a heavy sea.

Longitude by Lunar 23..28..30.

Remarks Sept. 19th 1814

The first part of these 24 hours commences with fresh breezes. Nothing in sight, at 8 PM squally, with light rains.

Middle part same, took in & made sail as occasion required.

Latter part moderate and clear[.] Nothing in sight[.]

Long. By Looner 25..00

Remarks Sept. 20th 1814

These 24 hours commences with fresh breeze, nothing in sight. At 7 PM squally.

Middle part light winds, clear weather.

Long By Lunar 25..27

Latter part moderate Breezes and a heavy sea, nothing in sight.

Hands Employed at Sundry jobs.

Remarks Sept. 21st 1814

The first part of these 24 hours commences with fresh Breezes. Nothing in Sight.

Middle part fresh breezes and a heavy head sea.

Latter part fresh Breezes and clear, People Employed at work about the Rigging.

Loonar Brought up 26...13 West

Remarks Sept. 22nd 1814

These 24 hours commences with fresh Breezes and a heavy head sea, nothing in sight[.]

Middle part light wind & Calm, took in sail, at 7 AM a Breeze sprung up from WBS.

Made sail accordingly. Hands Employed at Ships duty.

Looner Brought at 27..35 W

Remarks Sept. 23rd 1814

The first part of these 24 hours commences with fresh Breezes and rainy weather.

Nothing in sight.

Middle part squally and a heavy head sea. Took in sail as necessary.

Latter part fresh Gales, accompanied with heavy squalls. Hove too under threw reefed foresail. At 9 AM wove ship to the WSW[.]

Looner Brought up 28.. 21 W

Remarks Sept. 24th 1814

The first part of these 24 hours commences with fresh Gales, and squally, under close reefed Foresail, Mainsail, and Jib.

Middle part more moderate.

Latter part moderate wind, inclining to be calm, with a heavy sea, out all reefs. Hands Employed at their respective duties.

Remarks, Sept. 25th 1814

The first part of these 24 hours commences with fresh Breezes and squally, increasing to a gale, brought her under close reefed. Sails—

Middle part heavy gale, and a tremendous sea. Laying too under close reefed fore sail[.]

Latter part same as first[.] Heavy gales & squally with a heavy sea.

Long. By Looner Brought at 29..7 W

Remarks, Sept. 26th 1814

The first part of these 24 hours commences, heavy Gales, and a tremendous sea, still laying too. At 7 PM more moderate, made more sail.

Middle part, fresh Gales, and squally. With a heavy sea.

Latter part more moderate[.] Made sail accordingly; still continuing, cloudy and a heavy swell.

Looner Brought up 30..7

Remarks Sept. 27th 1814

These 24 hours commences with moderate Breezes and a heavy swell. Nothing in sight.

Middle part light air and Calm.

Latter part fresh Breezes from the SSW. Nothing in sight at 11 came on a thick, misty rain[.] Variable weather.

Brought up 32..02 W

Remarks Sept. 28th 1814

These 24 hours commences with fresh Breezes and cloudy Weather[.] At 1 PM saw a Schooner Standing to the Eastward. At 2:40 min. tacked ship, and made all sail in chase. At 4 PM came on so foggy lost sight of the Sch. At 8 gave up the chase.

Middle part very thick fog and light winds.

Latter part fresh Breezes from the SW, at 11 carried away two of Fore through in the wake of the Catharpins. Looner Brought up 33..51 West.

Remarks Sept. 29th 1814

These 24 hours commences with fresh gales, and squally. The watch employed in fitting the Fore Rigging. At 4 PM wove ship head. as p. Log—at 5 PM made sail[.]

Middle part light breezes and clear.

Latter part light winds and cloudy. Nothing in sight[.] Watch employed at ships' duty.

(Ed.: Lunar Symbol [longitude]) 34..26 W.

Remarks Sept. 30th 1814

First part of these 24 hours commences with light air and squally. Watch employed repairing sails and rigging.

Middle part moderate Breezes and cloudy Weather.

Latter part fresh Breezes from the SW. All sail set to the best advantage. Watch employed at ships' duty.

Brought up (Ed.: Lunar Symbol [longitude]) 36..18 W.

Remarks October 1st 1814

These 24 hours commences light air, and squally. A long rolling sea, from the Westward. Nothing in sight.

Middle part heavy squalls from the Northward, made and took in sail as necessary.

Latter part strong gales from the NNE[.] Took in all sail except the Foresail.

(Ed.: Lunar Symbol [longitude]) Brought up 39..3 W

Remarks October 2nd 1814

First of these 24 hours commences as fresh gales & Flying Clouds[.] Nothing in sight, made & took in sail as necessary

Middle part fresh breeze, and Flying Clouds. Made & took in sail as necessary.

Latter part Same, Watch employed at ships' duty.

(Ed.: Lunar Symbol [longitude]) 42..55 W

Remarks October 3rd 1814

First of these 24 hours commences with moderate Breezes and pleasant weather, all sail set to advantage[.] At 3 PM saw a sail bearing South. Gave chase immediately. At 8 PM within 1 mile of the ship & continued in that position during the night[.] At 6 AM boarded her, she was the Russian Ship Venus from Amelia Isl. and bound to St. Petersburg with a cargo of Cotton & Tobacco. At 9 AM saw an other sail made sail in chase; at 11 AM boarded her[.] She was the Swedish ship Eden, Andrew Nelson Master, from Amelia Isl.:bound to Liverpool[.] Cargo Cotton, put Capt. Dodd on board of her as a prizemaster[.] Let her proceed.

Remarks October 4th 1814

First of these 24 hours commences fresh breezes and hazy[.] At 1 PM filled away. At 3 PM saw a Brig bearing North. Gave chase. At 7 PM strong gales and lazy weather[.] Lost sight of her.

Middle part heavy gales, gave up the chase[.] At 1 AM lay too under the Foresail with 2 reefs in it.

Latter part more moderate[.] At 8 AM wove ship & made sail accordingly.

(Ed.: Lunar Symbol [longitude]) 45..18 W

Remarks October 5th 1814

First part of these 24 hours commences with fresh breeze and squally, accompanied with light misty rains. At 11 PM heavy gales, hove too.

Middle part heavy gales and squally[.] Still laying too.

Latter part same as before. Nothing in sight.

Remarks October 6th 1814

First part of these 24 hours cloudy weather and squalls. Laying too. Nothing in sight.

Middle part same as before.

Latter part fresh gales and clear[.] At 6 AM saw a sail bearing EBS. At 7 Tracked ship and made sail in chase. At 11 came up with & captured the British ship Mentor, from Portsmouth bound to Quebec, cargo stores. Put P. Master Cole on board & ordered her in with a sufficient crew.

Remarks October 7th 1814

First of this day commences with Fresh Gales & a high sea, at 8 PM got through with the ship Mentor, Capt. Balston, In getting the things out of the Boat whilst she lay along side, the sea overran the boat,. With 3 men in her, saved the men, and lost the Boat.

Middle part more moderate and very heavy squalls of Rain.

Latter part same as before.

Remarks October 8th 1814

First of these 24 hours commences, fresh breeze, & Squally with much rain. At 5 PM spoke the Mentor, our prize, at 8 the Foresail split got the sail down to repair it.

Middle part light breeze, accompanied with some rain, and a heavy swell.

Latter part moderate Breezy and rainy weather. Nothing in sight. Hands employed at repairing Sail & Rigging.

Remarks October 9th 1814

Commences fresh breezes and squally. Watch employed getting up new fore Rigging. At 10 PM spoke a French Brig from the Grand Bank bound to France, put on board the ship Mentor's crew, on parole.

Middle part clear pleasant weather. At 4 AM saw a sail to windward. She burnt blue lights to us & fired a gun. Supposed her to be a Man of War. Made all sail to NNE. At Daylight saw she was no Man of War, made all sail in chase, at 10 AM the ship hove too and fired two guns. Ends clear light weather.

Remarks October 10th 1814

These 24 hours commences light breezes & clear Weather. At 3 PM came up within gun shot of the ship when she gave us a Broadside, which was soon returned & the action commenced and lasted for 20 minutes when he struck. We Boarded him she was the ship

transport ship Champion[,] No. 444 Capt. Kirby, from London bound to Quebec, cargo Flour, Bread, and 423 Bales of Bale goods. At 5 PM commenced taking out the Bale goods & putting them in the Schooner.

Middle and Latter part same, all hands employed in putting the goods in the Schooner & taking them from the ship[.]

Remarks October 11th 1814

First part of these 24 hours commences moderate Breezes & Cloudy weather, at 12 Midnight it came on so cloudy & likely for a Blow & being full took all the men out of the ship & let her go.

Latter part fresh breezes and clear weather. At 11 AM mustered all hands when we found Mr. Hall missing. He was left as we suppose asleep on Board of the ship & the ship being out of sight could not get him.

Remarks October 12th 1814

First part light breezes and moderate, nothing in sight. Watch Employed in putting things to right.

Middle part light airs and pleasant weather.

Latter part same. At 7 AM saw a ship standing to the Eastward. All the watch Employed in repairing the Mainsail. At 10 AM saw a ship to windward.

Remarks October 13th 1814

First part commence, moderate Breezes and cloudy at 6 PM boarded a French Fisherman.

Middle part fresh Breezes and cloudy Weather.

Latter part same, all the watch employed repairing rigging & sails.

Remarks October 14th 1814

First part moderate breezes & thick Foggy weather, at 8 a fresh breeze, took in sail accordingly. Nothing in Sight.

Middle part fresh squalls, took in and made sail accordingly.

Latter part moderate Breezes & rainy weather, watch employed as required. Nothing in sight.

Remarks October 15th 1814

First part moderate Breezes and foggy weather. Watch employed repairing the Foresail.

Middle part moderate Breezes and hazy weather. At 1 AM tacked ship.

Latter part same[.] At 6 AM saw a sail bearing SW. Gave chase. The sail proves to be a Schooner. Still in chase of her.

Remarks October 16th 1814

First part commences fresh Breezes and hazy weather, at 3 PM came up and captured the British Schooner Thomas, Gilpatrick master from St. John's bound to Halifax Cargo Fish. It blowing fresh and we having no place for prisoners let her go.

Middle part moderate & cloudy.

Latter part fresh Breezes and hazy[.] At 6 AM saw a ship on our weather bow, which immediately gave chase. We crowded all sail to the Eastward & she in chase of us at 12 noon, dropping her a little.

Remarks October 17th 1814

These 24 hours commences fresh Breezes & cloudy weather[.] The ship still in chase, at 6 PM the ship gave up the chase & hauled her wind to the South. At 8 PM took in Studding sails & Squaresail & hauled our wind to the South.

Middle and latter part moderate winds and a smooth sea[.] Nothing in sight.

Remarks October 18th 1814

This 24 hours commences moderate winds and hazy weather. Nothing in sight.

Middle part fresh Breezes & rains. At 10 AM strong gales, with rain sent down Top Gallen yard & took in the Fore Topsail—Latter part same. Nothing in sight.

Remarks October 19th 1814

First part fresh Breezes and squally—nothing in sight, took in and made sail as necessary—at 2 PM hove too.

Middle part heavy gales and a (cross?) sea, laying too under 3 reefs in the Foresail.

Latter part more moderate but a heavy sea on. Nothing in sight.

Remarks October 20th 1814

First part of these 24 hours fresh breezes and clear weather, with a heavy head sea. Nothing in sight.

Middle part cloudy with rain, and calm.

Latter part, clear weather & moderate winds. Watch Employed repairing Sails & Rigging.

Lunar (Ed. Lunar symbol) By Lunar 51..47..40

Remarks October 21st 1814

First part of this 24 hours commences, light airs and calm with pleasant weather, nothing in sight[.] Watch Employed at Sundry Jobs.

Middle part same as first at 4 AM Calm.

Latter part moderate. Breezes and clear weather. Wind as per log. Employed repairing sails & Rigging. Nothing in sight.

Remarks October 22. 1814

First part commences fresh Breezes and pleasant weather. Sail set to the best advantage, nothing in sight. At 7 PM fresh Breezes & a heavy sea on.

Middle part moderate Breezes and cloudy weather with a heavy head sea.

Latter part same, at 7 AM saw a sail on the weather quarter, made sail from him, at 11 moderate Breezes and a heavy sea. Pitched away the Main yard & sprung the Fore Topsail yd. Got them down to repair again.

Remarks October 23rd 1814

First part fresh Breezes and pleasant Weather, all hands Employed about the Fore Topsail yard & main yard, at 4 PM sent up the Fore Topsail yard & bent the sail. At 10 PM sent up the main yard, and filled away as p. log.

Middle part light breezes & moderate weather & sea.

Latter part moderate Breezes and clear[.] at 8 AM found the Fore stay stranded. Hove too & got another one up. Watch Employed about Jib.

Remarks October 24th 1814

First part fresh Breezes and squally. At 4 PM set the Foresail with three reefs in it at 7 PM heavy gales and a heavy sea.

Middle part heavy gales and rainy weather.

Latter part more moderate[.] At 8 AM made sail head. as p. Log. Nothing in sight.

No observations this day.

Remarks October 25th 1814

First part commences fresh gales and squally. At 2 PM saw a Schooner bearing NW, steering to the Westward.

Middle part more moderate with a heavy sea.

Latter part moderate and clear & cold. At 8 AM sent down the old Fore Topsail yard. At 10 got a new one aloft and set the sail.

Remarks October 26th 1814

First part moderate breezes and clear pleasant weather, nothing in sight. Watch Employed about the rigging &.

Middle part moderate Breezes and clear weather. Made sail accordingly.

Latter part same. At 9 AM saw a ship bearing NNW which immediately gave chase to us. Tacked ship & made sail.

Remarks October 27th 1814

First part light wind, and clear. The ship in full chase of us. At 2 PM tacked ship to the Eastward, at 6 she gave up the chase and kept away. At Midnight light airs. Sounded no

bottom—at 2 AM saw the ship again close to us, made all sail & out all sweeps, at 5 AM she fired a gun. At Daylight found we out sailed her. At 8 took in the sweeps and cleared the decks. At 11 saw a ship bearing west apparently a Frigate. The ship still in chase. The ship was a Sloop of War.

Remarks October 28th 1814

First part commences fresh Breezes and clear Weather. The Sloop of War still in chase, leaving him ½ per hour, at 6 PM kept off head. as p. Log. At 10 took in the Studding sails & reefed the foresail.

Middle and latter part fresh Breezes & pleasant weather. At 6 AM saw a line of Battle ships bearing East of us, under easy sail. Made sail from line. So Ends.

Remarks October 29th 1814

First part commences fresh Gales and Flying clouds. At 12 noon sounded in 50 fathoms water. At 12:30 carried away the main yard in the (?) repaired it and sent it up again. At 6 PM found we was to the northward of the shoal ground of Georges' Bank. At 10 the wind hanged to the NW. Made all sail. At 6 AM nearly calm saw 3 men of war. Out all sail & Sweeps and hauled to the Southward. At 12 noon could just discern them from tour Masthead.

Remarks October 30th 1814

First part light airs and cloudy, the three men of war in chase. At 4 PM ran them out of sight. At 9 PM hove too, head. to the NE in 70 fathoms of water[.]

Middle part light airs & thick fog—

Latter part, light airs and fine clear weather. At 8 AM filled way head. as P. Log.

Remarks October 31st

First part fine pleasant breeze and clear weather. Nothing in sight.

Middle pat same. At ½ past one made the lighthouse of Wood Island ahead. Kept off for Cape Elizabeth. At 3 saw Cape Elizabeth. At 5 came to an anchor, between the Forts at Portland.

Ends clear & fine weather.

Samuel Franklin

Collectors Office

Port of Portland Nov. 1814.

I Samuel Franklin do testify and declare that the Foregoing is a true Journal of the late Cruise of the Private armed Schooner Mammoth, of which I am Commander.

Samuel Franklin.