Journals. –

1805 à 1807.

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f. 1

Journal and Remarks on board the ship Polly Captn. Wm: Coit

from London to New York.

1805

Monday

2 Sepr:

At 7 A.M. embarked at Gravesend on board the Ship Polly Captn. Wm: Coit for New York, in company with Messrs: Martin (Genl. Miranda), James Coultery, James Taylor and W. D. Dunscombe, Cabbin Passengers: and proceeded down the River. At 6 P.M. spoke the Ship Amelia Captn. Mat[t]hews from Philadelphia out 32 Days, all well. At 12 P.M. came to anchor off the North Foreland.

Tuesday

3 Sepr:

Fresh Breezes and Cloudy weather. At 9 A.M. hove up the Anchor and steered for the Downs. At 6 P.M. cast anchor the South Foreland bearing S.W[.] by S. and the North Foreland. N.E. by N. Winds from the southward and westward.

Wednesday

4th. 2 Sepr.

At Noon hove up the anchor and plyed to the Downs. At 4 P.M. came to the, South Foreland bearing S.W. by S. distance about 7 Miles. Discharged the Pilot.

One Man on board sick of the small Pox.

Thursday

5th. 2 Sepr.

This day strong Breezes and Cloudy weather. Wind S.W.

Friday

6th Sepr.

Fresh Breezes from the S.E. hove up the anchor and made sail. At 7 A.M. the wind hauled to the S.W. with heavy Rains: stood towards the Downs, and at 8 came to, the South Foreland bearing S.W. by S. and DealCastle N.W. by N. The sick Man much the same. // f.1v

Saturday

7th: Sepr.

This day it blew a Gale of Wind from the S.W., and heavy sea. Struck fore & main Top gallant Yards, and housed Top gallant Masts. Our situation until the evening, (when the wind abated) very unpleasant, being apprehensive we should drive, or be run foul of, by some of the armed Vessels with which we are surrounded.

Sunday

8th: Sepr.

This day Moderate weather with showers of Rain. Messrs: Coultery, Taylor, and myself went on shore in one of the Deal Boats, for the purpose of recruiting our spirits, and gaining Political information. We dined together at the Walmer Castle Inn. At 8 P.M. I returned on board leaving the above Gentlemen on shore. At 1 O’clock, in consequence of my note to them, they came on board in company with Mr: Jas: Perkins[,] Purser of the Discovery Bomb.

Monday

9th: Sepr:

At 4 A.M. got under weigh[t]. At 8 the South Foreland light bore N.E. distance about 7 Miles. At Noon the Fairlee bore N.W[.] by N. distance 4 Leagues. Several Vessels in sight during the whole of the day. The sick Man still the same.

Tuesday

10th. Sepr

Strong Breezes and cloudy weather.

Winds N[.] by W. & W.N.W. During the whole of the day making different Tacks, beating down Channel. At 6 P.M. the Fairlee bore N.W. distant about 5 Leagues.

The sick Man no better.

// f. 2

Wednesday

11th: Sepr.

These 24 Hours fresh Breezes and Cloudy weather. Still employed beating down Channel. At 8 P.M. Beachy Head bore N[.] by W. distant about 4 Leagues. At 8 A.M. close in with Seaford, Beachy Head bearing E[.] by N. about 4 Leagues.

Winds W[.] by N. & W.N.W. several sail sight.

Thursday

12th. Sepr.

Light Breezes and Cloudy weather. Beating down Channel with light Winds from West to W[.] by N. At Noon Dunnose Point bore N[.] by W. Several strange Vessels in sight. The sick Man still very ill.

Friday

13th. Sepr.

Steady Breezes and thick hazy weather. Beating down Channel with the Wind from W.N.W. to N. by W. The Isle of Wight bearing N.N.W.

Saturday

14th. Sepr.

These 24 Hours fresh Breezes from the Westward. At 4 P.M. Dunnose bore North. The continuance of the contrary Winds, and the consumption of our water, made it prudent to bear up for St. Helen[’]s and fill our water Casks; which Captn. Coit put in execution, and we cast anchor in St. Helen[’]s Road at 7 P.M. We found lying there H.M.S. Victory and 2 or 3 other Vessels of War.

Sunday

15th.Sepr.

This day fine weather, Winds light and variable. Captn. Coit hired a Man and his Boat to fill his water Casks at Portsmouth, in which boat Captn. Coit and myself went to Portsmouth; and promenaded through // f. 2v the Town making different observations. At 3 P.M. we dined together, and at 6 O[']clock we embarked on board the same boat on our return to the Ship, where we arrived at about half past six. In the Harbour of Spithead were lying H.M.S. Royal Sovereign, Royal William, 2 other line of battle ships, besides several Frigates, Sloops of War &ca. On our arrival on board we found that Lord Nelson during our absence had hoisted his flag on board the Victory. He was joined by H.M.S. Euryalus[,] Captn. Blackwood which dropped down from Spithead. A Sloop of War had also arrived from the Eastward. The ship[’]s Boat went on shore at St. Helen[’]s with Messrs.  Taylor, Coultery and Dunscombe, and was detained by them, till 3 O[’]clock next Morning.

Monday

16th. Sepr.

Light winds and hazy weather.

At 10 A.M. got under weigh in company with Lord Nelson in H.M.S. Victory, Euryaulus and a Gun Brig. At 7 P.M. the Needles bore N by E. Distant 5 Leagues. At Noon the Bill of Portland bore N.E. by N. distant about 6 Leagues. Winds variable.

During this day a very disagreable altercation took place, between Mr. Martin, Captn. Coit and myself against Mr. Coultery, on account of his behaviour, which appeared to us indecourous and unbecoming.

The sick Man considered to be dangerously ill.

// f. 3

Tuesday

17th. Sepr.

These 24 Hours began with steady Breezes from W.S.W., and clear weather. The Vessel on different Tacks during the course of the day. Several sail of different descriptions in sight throughout the Morning. At Noon Darthmouth Harbour bore N[.] by E. distant 7 Miles, and the start point W.S.W.

The sick Man from the renovation of air, and being properly cleansed, apparently much better and great hopes entertained of his recovery.

Wednesday

18th. Sepr.

Light winds and clear weather; Winds rather variable from W. by S[.] to S[.] by E.

Tacking Ship occasionally. At Noon the Ram Head bore N[.] by E. and Eddyngtone bore North about 18 Miles distant. Several Vessels in sight. The sick man rather worse.

Thursday

19th. Sepr.

Late. 49°.3’. [at 8 P.M.]

Fresh Breezes and cloudy weather.

At 6 P.M. wore ship and stood to the Southd:.

At 8 strong Gales and heavy Sea, took in sail. found the bees gone from the Bowsprit, and got tackles on the stays to support the Fore Top Mast. The latter part more moderate.

Winds S[.] by W. Saw a sail.

The sick Man very ill.

// f. 3v

Saturday

21st: Sepr.

Late. 48°.58’

These 24 Hours began with strong Breezes and Cloudy weather. At 8 P.M. squally with rain, reefed and took in sail. At midnight it blew tremendous hard, with a very heavy Sea running, which caused the Vessel to pitch and roll in a very violent degree [Latitutde], to the great detriment of the Passengers who during the whole of this and the preceding day were confined by sea sickness.

At 2 A.M. found the sick Man dead; he was supposed to have expired at the commencement of the Gale. At 10 A.M. his body was committed to the deep, without funeral Honours, all the Passengers being too ill to undertake the office.

The fore hatch was cleansed and fumigated.

A Brig in sight, apparently bound to the southward.

Sunday

22 Sepr.

Late. 48°.3’

The early part of this day it continued to blow very hard, with heavy swell. Winds N.N.W. & N[.] by W.

At 6 A.M. the wind shifted to the N.N.E. with fine moderate weather; set all sail to the best advantage. The Passengers nearly recovered from the fatigues of the preceding days.

Monday

23 Sepr.

No observon:

These 24 Hours fine moderate weather. Winds light and variable from N[.] by E[.] to East. Set all sails that could draw. Unbent the cables and stowed the anchors. At 8 A.M. discovered 7 Sail to the N.E. but could not make out what they were. The Passengers // f. 4 entirely recovered, and full of Health & Spirits.

This day our steward fell sick and is confined to his Bed.

Tuesday

24th. Sepr.

Late. 47°.30’ [at midnight?]

Light winds and variable, in the early part of this day, and hazy weather.

At midnight we were alarmed [Latitude] by the approach of a ship which we conjectured to be a Privateer; although within Gun shot she did not speak us, and we continued our course with a fine Breeze from the S.E. the other Vessel apparently steering the same course as ourselves. At 6 P.M. she was discovered on our Weather Bow steering, to the S.W. and at 10 P.M. she was out of sight. Our Steward much better and able to attend to his duty.

Wednesday

25th: Sepr.

Late. 47°.14’

Fine moderate weather, with light winds from the S.S.E. At 7 P.M. saw a sail bound to the Eastward.

Thursday

26th. Sepr.

Late. 46°.56’

Cloudy weather and light winds as yesterday.

Friday

27th. Sepr.

Late. 46°.39’

The commencement of these 24 Hours cloudy weather and inclinable to calm. Wind light and variable from S.W. to South.

Saturday

28th. Sepr.

No observon:

The early part of this day Calm and hazy weather. Wind Easterly. The latter part Moderate Breezes from the same Quarter, accompanied with showers of Rain.

// f 4v

Sunday

29 Sepr.

Late. 46°.6’ [at 9 P.M.?]

Fresh Breezes during these 24 Hours accompanied with squalls. Winds East and E.S.E. At 9 P.M. a second altercation took place between Captn. Coit and Mr: Coultery, at Cards, in which both Parties were blam~~e~~able.

Monday

30th. Sepr.

No observon:

Strong Breezes and cloudy weather.

At midnight the wind increased considerably, at at 8 A.M. became a perfect Gale.

Handed the main sail, the fore and main top sail, struck the fore and main top gallant yards. At 11 handed the fore sail, and fore top mast stay sail, and hove the ship too, under the miz[z]en stay sail:

The Gale still continuing, with a very heavy Sea. In the early part of the day saw a Brig to leeward lying to.

Winds S[.] by W. and South.

Tuesday

1st. Octr.

Late. 46°.’.

This day the Gale increased in a very violent degree, and the sea ran excessively high in a perfect foam, occasioned by the extreme Violence of the Wind. At noon set the clove reeft [sic!] main top sail, the Sea running so high it becalmed the miz[z]en stay sail. At 2 the main top sail sheet gave way, but was with great exertion got in without damage. The Dead lights were got in and the top gallant Masts housed. At midnight the gale abated and at 4 A.M. wore the ship to the Southward. At 1 P.M. saw a ship lying so, with her head to the Westward. Winds during these 24 Hours variable from S.S.W. to N.W.

// f. 5

Wednesday

2d Octr.

Late. 45°.28’. [at 4 P.M.?]

Fresh Breezes and cloudy weather, with squalls of rain and heavy sea; Wind N[.] by W. At 4 P.M. became more moderate, set all sail to advantage, Wind North [Latitude].

The latter part of this day saw a Ship to leeward bound to the Eastward.

Thursday

3d. Octr.

Late. 45°.25’.

The commencement of this day light and variable Winds with cloudy weather; the latter part strong Breezes from the westward with repeated squalls of rain [Latitude]. This day a young Boy, son of one of the steerage Passengers, was found to be ill of the small Pox.

Friday

4th. Octr.

Late. 44°.17’. [at noon.?]

During the whole of these 24 Hours, strong Gales and violent squalls of wind and rain. Winds W.N.W. & N[.] by W. At noon saw a Ship standing to the Eastward [Latitude].

The Boy with the small Pox as well as can be expected.

Saturday

5th. Octr.

Late. 42°.50’.

This day strong Gales and heavy sea, and towards the latter part it blew excessive hard. Winds from N[.] by W. to W.N.W.

Sunday

6th. Octr.

Late. 42°.24’.

The continuance of yesterday’s weather. Wind from N.W[.] to W[.] by N.

The Boy with the small Pox considered in a very dangerous state. At 3 P.M. saw a Brig apparently bound to the westward.

Monday

7th: Octr.

Late. 43°.5’.

The early part of this day strong Breezes and clear weather: towards noon more moderate. Winds from W.N.W. to S.S.W. The // f. 5v The sick Boy in much the same state as yesterday.

Tuesday.

8th: Octr.

Late. 42°.50’. [at 11 P.M.?]

These 24 Hours fine clear weather, and light winds in the early part of the day from the S.W.; towards the latter part fresh Breezes from the N.N.E. At 11 P.M. spoke the ship Phillipsburg from New Orleans [Latitude] bound to Bordeaux in Longitude, by their account, 41°.

The Boy with the small Pox somewhat better and great hopes still entertained of his recovery.

Wednesday.

9th. Octr.

No observon:

Fresh Breezes and cloudy weather in the early part of this day with the wind N.N.E. the latter part variable and calm.

The Boy rather worse than yesterday.

Thursday.

10th. Octr.

Late. 42°.43’. [at 4 P.M.?]

This day light winds and fine weather. Wind from South to S.W.

At 4 P.M. saw an Hermaphrodite Brig to windward bound to the Eastward [Latitude].

At 10 A.M. the young Boy, to our great regret, breathed his last. At 11 A. M. discovered a ship to Leeward standing to the Eastward.

Friday.

11th. Octr.

No observon:

The first 12 Hours fresh Breezes from the S.W. and cloudy weather, the latter moderate Winds from N.E. and East accompanied with rain. At 5 P.M. the Body of the young Boy was committed to the deep; I having previously read the Funeral service over the Corpse.

// f. 6

Saturday.

12th. Octr.

Late. 42°.48’. [at midnight?]

The beginning of this day fresh Breezes and cloudy weather with heavy rains. Wind from East to E.S.E. At midnight the wind shifted to the S.S.W. & S.W. and blew remarkably hard, with very high sea. At 11 P.M. a Brig passed in, standing to the Eastward.

Sunday.

13th. Octr.

Late. 42°.8’.

The whole of these 24 Hours, strong Breezes attended with showers of rain and frequent squalls. Wind from the S.W. in the first part of the day, and N.W. in the latter part with heavy sea running from the westward.

Monday.

14th. Octr.

Late. 42°.9’.

The early part of these 24 Hours, strong Breezes and heavy sea, Wind N.N.W. Towards sun set it grew more moderate and at midnight the Wind shifted to the S.W. with a strong swell from the Eastward.

Tuesday.

15th. Octr.

Late. 42°.33’.

Strong Breezes and cloudy weather with frequent squalls. Wind from W. by S. to W[.] by N. Sounded for the Bank of Newfoundland, but found no bottom.

Wednesday

16th. Octr.

Late. 42°.44’.

These 24 Hours began with fresh breezes and cloudy weather. At midnight it became squally with strong Breezes and hazy weather.

Winds from W.N.W. to N.W.

Hove to for sounding, but found no bottom.

// f. 6v

Thursday

17th. Octr.

Late. 41°.54’.

The early part of this day fresh Breezes and cloudy weather with the wind from N.W. to N.W. by N. The latter part light Winds, and clear weather, from North and N.E. Sounded again, but with as little success as the preceding Days.

Friday

18th: Octr.

Late. 42°.2’.

This day light and variable, inclining to Calms, from N.N.E. to S.S.W.

Saturday

19th. Octr.

Late. 41°.39’.

These 24 Hours began with fresh Breezes and thick foggy weather, the latter part strong Gales and cloudy with repeated squalls. Winds from N.N.W. to W.N.W.

Sunday

20th. Octr.

Late. 40°.51’.

Strong gales and cloudy weather with severe squalls of rain, and heavy Sea; Winds from N.W[.] to N.W.

We lay to for 12 Hours.

Monday

21st: Octr.

No observon:

The commencement of this day we experienced a continuance of the Gales of yesterday. At noon the winds came from the East, and we set all sail to advantage.

Tuesday

22d. Octr.

Late. 40°.29’.

This day began with thick and cloudy weather, with the wind from the S.E. At 11 P.M. the wind having shifted to the S.W. it blew a strong Gale and obliged us to lay to. At 6 A.M. the wind veered to the E.N.E. with strong Breezes and cloudy. This //f. 7 This evening Mr: and Mrs: Smith /Chambers/ and daughter with Mr: Oxford /steerage Passengers/ were invited to spend the evening with us in mirth and jollity, which we were accomplishing, but dissolved our society when the Gale became violent.

Wednesday

23d. Octr.

Late. 41°.25’.

The early part of this day fresh Breezes and thick weather with rain, Wind from E.S.E. At Midnight we experienced a remarkable heavy rain and shift of wind from S.W. to W.S.W. and continued to blow fresh Gales during the remainder of the day.

Wednesday

24th. Octr.

No observon:

These 24 Hours began with fresh Breezes from the West to N.W.

At midnight nearly calm, and at 8 A.M. a light breeze sprang up from the Eastward. Discovered a Brig standing to the Eastd., and would willingly have spoken her, to ascertain our Longitude had not her situation to windward precluded it.

Friday

25th. Octr.

Late. 41°.35’.

Fine moderate Breezes and hazy weather with the winds from E.N.E. to South till 10 A.M. when it shifted in a squall to N.W. by W. Saw a Brig standing to the westward. Also a Gannet from which we concluded we were near St. George’s Bank. // f. 7v

Saturday

26th. Octr.

Late. 41°.18’.

The commencement of these 24 Hours it blew very fresh from N.W. by W. with very heavy sea. Towards midnight it became nearly calm and at 10 A.M. a gentle Breeze sprung up from the Eastward. Captn. Coit struck a Dolphin with the grange, and we were gratified with a dish of fresh Fish, which we found very palatable.

Sunday

27th. Octr.

No observon:

The first part of these 24 Hours fresh Breezes and cloudy weather with the Wind at S.E. At 10 P.M. it blew a Gale, and at midnight we experienced a most violent squall of wind and rain: the sea running very high, and it blowing very hard we lay to, the remainder of this day.

Monday

28th. Octr.

No observon:

The early part of this day strong breezes with frequent squalls of Rain. Wind W.N.W. At noon more moderate. At 6 A.M. the wind shifted to N.W. and blew a gentle Breeze.

At Noon spoke the Brig Minerva of Bath, from Baltimore bound to Amsterdam in Longitutde 59°.30’.

Tuesday

29th. Octr.

Late. 40°.35’.

Fresh Breezes and fine pleasant weather throughout this day. Wind N.W. At 7 P.M. spoke the ship Jenny of Greenock; Captn, John Cowan or Rowan, from Glasgow to Boston out 56 days in Longitude 62°.30’. At noon the Jenny bore // f. 8 S. by W., about 3 Miles distant.

Wednesday

30th: Octr.

Late. 40°.57’.

These 24 Hours fresh breezes and cloudy weather. Winds from W[.] by N. to N.N.W. The ship Jenny still in sight a stern but not visible from the Deck. Saw a Gannet.

Thursday

31th: Octr.

Late. 40°.36’.

The commencement of this day fresh Breezes and cloudy weather, and remarkably cold. Winds North and N.N.E. The latter part winds light and variable. At noon the ship Jenny was still in sight nearly in the same Position: also an Hermaphrodite Brig to Windward. Saw four Ducks.

Friday

1st: Novr.

Late. 41°.14’.

The beginning of this day light and variable Winds with pleasant weather: The latter part light winds from the N.W. with Fog. Saw some Ducks.

Saturday

2d. Novr.

Late. 41°.35’.

The early part of this day light Winds from the N.W. and cloudy; the latter part fine pleasant weather with the wind S.S.W.

At 4 P.M. got soundings on St. George’s Bank in 50 Fathoms, sandy bottom. This event enlivened our drooping spirits, and diffused universal Happiness throughout the ship; every one on board being heartily tired with their situation, and fully impressed with the Idea, that we shall shortly make the so long desired Port of // f. 8v New York: which becomes from day to day more desirable, great part of our sea stores already exhausted, and ourselves declining very fast[[1]](#footnote--1).

Sunday

3d Novr.

Late. 40°.56’. [towards noon?]

This day began with fresh Breezes and thick cloudy weather. Wind West.

Towards noon the wind shifted to the N.W. with moderate and clear weather. At 4 P.M. sounded in 30 Fathoms; and at Midnight in 38 fathoms, the bottom course yellow sand with small black stones.

Two Ships and a schooner in sight; the former bound to the westward, the latter steering to the N.W.

Monday

4th. Novr.

Late. 40°.17’.

These 24 Hours began with light winds and clear weather, the latter part fresh Breezes with fine pleasant weather. Winds variable. From the time of our getting sounding we regularly have seen Gannets, Gulls, and several other Birds.

Tuesday

5th. Novr.

Late. 41°.’.

This day fresh Breezes and clear weather, with variable Winds, from S.S.W. to N.W[.] by W. Saw a large flight of Ducks.

Wednesday

6th. Novr.

Late. 39°.15’.

These 24 Hours began with fresh Gales and clear weather, with rough sea: the Wind N.W. The latter part more moderate with shift of wind to W[.] by N. At // f. 9 At 10 A.M. spoke the Brigantine Mary of Providence, Rhode Island, bound to Savannah. Block Island bore by his account. North 30 Leagues distant.

Thursday

7th. Novr.

The commencement of these 24 Hours fresh Breezes from the westward and clear weather. At 6 A.M. the wind shifted to N.N.E. and blew a fresh breeze; we were in momentary expectation of descrying land.

Friday

8th. Novr.

This day cloudy weather and fresh Breezes from the N.E. At 10 A.M. saw the land which proved to be the high lands of Jamaica, in Long Island. At 11 P.M. passed sandy Hook Light House; at midnight the Pilot came on board, and we soon after cast anchor within the Hook. At 4 P.M. weighed anchor and beat up the Narrows with the Wind N.N.E.

Saturday

9th. Novr.

This day fine clear weather and fresh Breezes from N.N.E. At 1 P.M. cast anchor off Governor[’]s Island, At 8 A.M. weighed and got the Vessel near the Wharf. At noon landed from on board the Polly, and thus ended the most Boisterous and disagreeable Passage I ever experienced. // f. 9v

Sunday

10th: Novr:

to

Thursday

28th: Novr.

Resided at New York, principally at the House of Mrs: Avery, who kept a Boarding House at No8 State Street opposite the North Battery.

Friday

29th. Novr.

At 7½ O[’]clock in the Morning left New York with General Miranda on our way to Washington: crossed the North or Hudson River to Paulus Hook, and from thence took the stage.

I passed through the Town of Newark, the Capital of Essex County in New Jersey, it is 9 Miles from New York celebrated for the excellence of it’s [sic!] Cider, and is the seat, of the largest shoe Manufacture in the state, making about 200 Pairs daily. An Academy was established here in June 1792, which promises to be a useful institution. In Newark and in Orange which joins it on the N.W., there are 9 Tanneries, and valuable quarries of stone for Building. 6 Miles South of Newark stands Elizabeth Town, in the same County, it is one of the oldest Towns in the state, having been purchased of the Indians in 1664 and settled soon after. It is pleasantly situated on a small Creek which empties into Arthur Hull. // f. 10 In the compact part of the Town, there are about 150 Houses, two brick Churches, one for Presbyterians, very handsome, the other for Episcopalians, and an Academy.

10 Miles S.W. of Elisabeth Town is Woodbridge N. Jersey, on a stream which falls into Arthur Hull above Amboy. This Township contained in 1790, 3550 Inhabitants [откуда сведения]. The stage arrived here about 2 O[’]clock [расписание дилижансов], and stopped to let the Passengers dine.

10 Miles S.W. of the above Town is Brunswick, in Middlesex County, N. Jersey, on the S.W. Bank of Raritan River. It has about 300 Houses and 3000 Inhabitants, one half of whom are Dutch. One of the most elegant and expensive bridges in America, has been built over the river opposite to this City.

Queen’s College was in this City, but is now extinct as a place of instruction.

18 Miles S.W. of Brunswick is Princeton situated partly in Middlesex, and partly in Somerset Counties, N. Jersey. Here are about 80 dwelling Houses, and a brick Presbyterian Church.

Nassau Hall College[,] an institution which has produced a great number of eminent scholars, is very pleasantly situated in the compact Part of this Town. This Edifice is a handsome stone Building, of 180 feet by 54, four stories high, and stands on an // f. 10v elevated and healthful spot and commands an extensive and delightful prospect.

The stage arrived in this Town about 7½ O[’]clock in the Evening; we supped and passed the night here.

I had the pleasure of seeing Mr. Isaac Prioleau, [whom I sent for from the College] and we had a long Conversation about our old acquaintances in Charleston, and particularly his own respectable Family, with whom I was ultimately connected during my abode in that City.

Saturday

30th: Novr.

At 6 A.M. left Princeton and arrived at Trenton at 8½, where we breakfasted. the distance is 12 Miles S.W. of Princeton.

This Town is the largest in N. Jersey, and the Metropolis of the state, on the East side of Delaware River, opposite the falls, and nearly in the centre of the state from N[.] to S. The river is not navigable above these falls, except for Boats which will carry from 500 to 700 Bushels of Wheat. This Town with Lamberton, which joins it on the South[,] contains about 300 Houses, and 2000 Inhabitants. Here the Legislature meets.

The stage was ferried over the Delaware; the Bridge which was constructing, not being as yet passable for Carriages. // f. 11

10 Miles S.W. of Trenton is Bristol in Bucks County Pennsylvania. It stands on Delaware River opposite Burlington, in N. Jersey; and has about 50 or 60 Houses, and is noted for it’s [sic!] Mills of several kinds.

15 Miles S.W. of Bristol is Frankford, a pleasant thriving Village, in Philadelphia County, on the N.E. side of a Creek of the same name. It contains about 100 Houses chiefly of stone, and is 5 Miles from Philadelphia.

At 2½ P.M. I arrived at Philadelphia, the Metropolis of Pennsylvania, it is situated in the County to which it gives name, on the western bank of the River Delaware, which is here a Mile broad. A 74 Gun Ship can come up to this City; Sloops go 35 Miles farther to Trenton; and Boats that carry 8 or 9 Tons can go 100 Miles farther up the Delaware. It was laid out by William Penn, the first proprietor and founder of the Province in the year 1683. On arrival we took Apartments at Mrs: Linn’s Boarding House in South Second Street.

This City is undoubtedly the first in America, and deserves from it’s [sic!] eligible situation to be the Seat of Government. Commerce, Agriculture and Manufactures are equally flourishing in this state. // f. 11v Many of the Public and Private Buildings are worthy the attention of the Curious. The Pennsylvania Bank is a remarkable neat and elegant marble Edifice of the Ionick [sic!] Order, built after the model of the ancient Temple of Minerva in Greece. The Eastern and Western fronts are adorned with two lofty Colonnades of solid Marble, which is produced from Quarries in the Country.

Sunday

1st: Decr:

to

Tuesday

3d: Decr:

Resident in Philadelphia, during which Period I was busily employed viewing the Town, and Public Places of Amusement, particularly the Theatre and Museum. Also visiting, several of my old Saint Domingo Friends, who since the Evacuation of that Island have established themselves in this tranquil and agreeable City.

Wednesday

4th: Decr.

At 7 A.M. left Philadelphia in the stage for Baltimore.

15 Miles S.W. of Philadelphia in Chester, the Capital of Delaware County. It is pleasantly situated on the W. side of Delaware river near Marcus Hook. The stage arrived here about 9½ and we stopped to Breakfast.

13 Miles S.W. of Chester stands the Town of Wilmington[,] the most considerable of the state of Delaware. It contains // f. 12 upwards of 600 Houses and 3,000 Inhabitants. About a mile to the North of this Town are the famous Mills, 13 in number, called after the Creek on which they are situated the Brandywine Mills. It is said 300,000 Bushels of Wheat and Corn are annually ground here.

21 Miles S.W. of Wilmington is Elkton at the head of Chesapeak[e] Bay in Maryland[,] it consists of one street and contains about 90 Houses. The stage arrived here at about 2 O[’]clock, and the Passengers dined in this Town.

16 Miles S.W. of Elkton is Havre de Grace at which town we arrived about 8 O[’]clock in the Evening. It is situated on the W. side of Susquehanna River. The stage as is customary remained on the East side of the river, and the Passengers with their Effects crossed the River in a small Boat to Havre de Grace. We slept in this Town, and for supper partook of the Canvas back Ducks which feed on the banks of the River; and are very justly esteemed a most luxurious and delicious dish.

Thursday

5th: Decr:

At 7 A.M. left Havre de Grace and arrived about 9 at Harford or Bush, the distance being 12 Miles S.W. The stage stops here for us to Breakfast. // f. 12v 25 Miles S.W. of Bush is the Town of Baltimore[,] the largest in the state of Maryland. It is built around what is called the Bason, reckoned one of the finest Harbours in America. This City has increased within these few years with amazing rapidity both in Wealth and Population, and now ranks with the first Towns in the United States. The stage arrived here about 3 O[’]clock, and I dined and passed the Night in this City.

Friday

6th. Decr.

At 10 A.M. left Baltimore for Washington and arrived at Elkridge about 12 O[’]clock the distance being 8 Miles. The stage was here crossed in a Ferry Boat over the Patapsco River. This place is only remarkable for a particular quality of Tobacco called Kite’s foot. Two or three Miles beyond this place the stage stopt [sic!] at a Mr. Spurrier’s w[h]ere we dined.

30 Miles S.W. of Elkridge in Bladensburgh [Bladensburg] on the Eastern Branch of Patowmac [Potomac] River. it contains about 160 Houses and a Warehouse for the inspection of Tobacco. 6 Miles S.W. of Bladenburgh is the City of Washington, at which place we arrived about 7½ O[’]clock in the Evening, and took Apartments at Stelle’s Hotel on the Capitol Hill. This City which is also called // f. 13 the Federal City; became the seat of Government of the United States since the year 1800. It is situated at the junction of the river Patowmac and the Eastern Branch.

The following Frigates were lying off the Navy Yard

+ United States 44 Guns

President 44 ‘’

+ Chesapeak[e] 44 ‘’

Congress 36 ‘’

+ Constellation 36 ‘’

New York 36 ‘’

John Adams 32 ‘’

Boston 32 ‘’

Captn. John Cassin[,] Superintendant of the Navy Yard very politely accompanied us on board of the United States and Constellation Frigates, and likewise shewed us the different Stores, Timber, Ordnance &ca &ca belonging to that Department. Most of the Cannon were from their own Founderies [sic!], and appeared of excellent workmanship.

Saturday

7th: Decr:

to  
Tuesday

17th. Decr:

During this time we experienced the most delightful and agreeable weather; and I employed my time principally in visiting the different places worthy of Notice, in this, and the neighbouring City, called George Town. The Situation of Washington is laid out // f. 13v on a very noble and extensive Plan, but I fear will require near a Century before it can be called a City: at present it certainly does not deserve that appellation, the Houses are scattered about, mostly near the Public Offices, and resemble so many Villages, rather than integral Parts of one Town. The Public Edifices are elegant and convenient.

Wednesday

18th: Decr:

Left Washington at 8 A.M. on our return to New York, and arrived safe at Baltimore the same day at 7½ P.M., although we only had one Pair of Hack Horses the whole way.

Thursday

19th: Decr.

At 9 A.M. left Baltimore by the Mail stage for Philadelphia and arrived there the following Morning at 8 O[’]clock.

Friday

20th: Decr.

and

Saturday

21st: Decr:

These two days we remained in Philadelphia.

Sunday

22d: Decr.

At 11 A.M. left Philadelphia & Mail for New York, and arrived the following Morning at 7 A.M.

Monday

23d: Decr:

to

Tuesday

29th: Jany:

Resident at New York, employed amusing myself to the greatest advantage, either in Public Places or Private Parties. // f. 14

Wednesday

30th: Jany.

to

Feby. 2nd:

Resident at Vanduzer’s Hotel[,] Staten Island, waiting a fair Wind to take our departure.

// f. 14v // f. 15

[[2]](#footnote-0)\*Journal and Remarks on board the Ship Leander Captn Thomas Lewis

1806

Sunday

2 Feby:

At 8½ A.M. embarked on board the Ship Leander, from Vanduzer[’]s Inns[,] Staten Island, in Company with Mr: Ogden[,] Proprietor of the said Vessel and several Gentlemen Passengers. At 10½ being off Sandy Hook the Pilot, together with Mr. Saml. Ogden left the Ship, and we made all possible sail for the previous [sic! next!] place of our destination, [Jacmel in the Island of St. Domingo] with a fine Breeze from N.W.

Monday

3 Feby.

No Obson:

This day began with strong Breezes and Cloudy Weather, and towards the latter Part Hard Gales from the S.E. which occasioned us to shorter sail. Throughout the day they were employed on board, in procuring and arranging Births for the Crew and Passengers; consisting of about 180 Persons.

Tuesday

4 Feby.

The Gales of the proceeding [sic! preceding] day still continued, and caused the ship to labour much to the great inconvenience of the Landsmen who were consequently very much affected by the sickness. Winds very Variable. // f. 15v

Wednesday

5th. Feby.

Late. 37°.5’

This day began with fine clear weather and steady Breezes from N.N.W. and nothing particular occurred during these 24 Hours.

Thursday

6th. Feby.

Late. 35°.3’

The commencement of these 24 Hours fine Moderate Breezes and clear Weather; towards Noon it became squally with strong Breezes and heavy Sea. Winds West, and Variable.

Friday

7th. Feby.

Light Breezes and clear Weather. Winds from the Westward. Late. 32°.47’[.]

Saturday

8th. Feby.

Late. 32°.23’ [Daniel’s Island]

This day light Winds and clear Weather inclining to Calm. At 6 A.M. sacked to the S.E. and at 9 made the West part of the Island of Bermuda. Daniel[’] Island bore S.E.½ E[.] distance about 5 Leagues: sacked the ship immediately and stood to the Westward Wind S. by W. [Latitude]

Sunday

9th. Feby.

No Obson:

Strong Breezes and clear Weather, with the Winds from S.W[.] by S[.] to S.S.W.

towards Noon it became more Moderate and the Wind shifted to the Nd. and Westward with Moderate Breezes and cloudy, accompanied with light Rains, and a high sea. // f. 16

Monday

10 Feby.

Late. 29°.57’

Fresh Breezes and clear Weather during the whole of this day, without any occurrence mostly of Notice. Winds N.W.

Tuesday

11 Feby.

No Obson:

This day began with fresh Breezes and Cloudy Weather and continued throughout the day. Winds from N.E. to E[.]½S.

Wednesday

12th. Feby.

Late. 24°.50’ [at 11?]

These 24 Hours fresh Breezes and Pleasant Weather. Wind East.

At 8 A.M. saw a Vessel to Leeward standing to the Northward, distance about 4 Leagues. At 11 [Latitude?] she hove about and stood for us, from which we immediately concluded she was a Cruizer [sic!]. Captn. Lewis shortened sail, beat to Arms, and made every necessary preparation for action.

Thursday

13 Feby.

Late. 24°.\_ [at 2 P.M.?]

Steady Breezes and fine agreeable Weather[.] Wind nearly East.

At 2 P.M. [Latitude?] we were hailed by H.B.M. Frigate Cleopatra[,] Captn. J. Wight who sent on board his first Lieutenant in the Jolly Boat, and took in return Captn. Lewis on board the Frigate. Lieutenant Bowen was occupied in examining the Vessel and Crew, and impressed 12 Men ~~which~~ who proved to be British born Subjects. // f. 16v

At 4 P.M. Colonel Armstrong went on board the Frigate, for the purpose of inducing Capt. Wight to permit us to proceed: not finding this practicable he was induced to make some Overtures relative to the purport of our Expedition, and wrote a Note to this effect to General Miranda requesting him Portfolio of Papers. At 7 P.M. General Miranda went on board the Frigate, without his Papers they being stored away in the steerage Hold, and no possibility of procuring them.

At 9 Captn. Lewis returned on board.

At 7 A.M. Colonel Armstrong came from the Frigate and I delivered him the General[’]s Portfolio. At 10 Captn. Lewis received from on board the Cleopatra 12 American Seaman [sic!] in exchange for those sent from our Vessel: and the Prize Master who from the commencement was left with us, went on board his own ~~Brig~~ ship. At 11 General Miranda to our great joy and satisfaction, returned among us; having fully satisfied Captain Wight of his honorable Mission, and obtained from him a Certificate of his examination, in order to obviate if possible any similar detention from any other of his Majesty’s Ships of War. TO the honor of Captain Wight, be it said that he was struck with // f. 17 admiration at the grandeur of the Enterprise and sincerely regretted that the Limits of his Cruize would not permit of his cooperation in so noble an undertaking: He further gave the General much information respecting the Coast, and wished him all imaginable success. As soon as General Miranda came on board we made all possible sail for the place of our destination.

Friday

14th. Feby.

Late. 21°.27’. [at midnight?]

Continuance of the same fair Wind and fine Tropical Weather accompanied with a few showers of rain. At Midnight we passed a Sail but could not discover what she was, ~~not~~ which way she was bound.

Saturday

15Feby.

Late. 19°.19’. [at noon?]

Fine pleasant Weather with the continuance of Easterly Winds. At 12, Noon[,] we perceived two Vessels /Schooners/ bound to the Northward. At 5 P.M. we discovered Land on our Starboard Bow, distance about 10 Leagues, which we conjectured to be Cape Enganno [Engaño] in the Island of St. Domingo.

Sunday

16Feby.

Late. 17°.50’. [at 8 A.M?]

Fine Breezes, and Weather as the preceding day. At 8 A.M. we discovered a Sail which we presumed was a Privateer // f. 17v and prepared for action: still continuing our course. At 9½ came up with the Sail, and after firing several shots at her, she bore down to us; and proved to be a Schooner under Spanish Colours. The Captain was ordered on board and sold us his Cargo consisted of Logwood, and that he was bound from Sta. Martha to Porto Rico. The General collected from him every information respecting the Spanish Coast, and then permitted him to proceed on his Voyage. At 4 P.M. we again saw the Land on our Starboard Quarter at some distance, and too far to be able to distinguish what Part of St. Domingo it was: we therefore lay to all Night, fearful of over running our Port.

Monday

17th. Feby.

Late. 17°.17’. [at 10 A.M?]

Continuance of the same Winds and Weather At 10 A.M. we discovered the Island of Beata and the Rock to the Southward of it, called Altavela. At 2½ P.M. we passed through the Channel formed by the Rock and the Island, and perceived on our Starboard Bow the cluster of White Rocks called the Frayles or Friars. We again lay to, the whole of this night. // f. 18

Tuesday

18th. Feby.

Fair Weather and light Winds approaching to calm. At Noon the entrance to Jacmel appeared open to View; and it being nearly calm Captn. Lewis ordered the Boat to be lowered from the stern; ~~in~~ for the purpose of going on shore: in accomplishing of which the Boat upset, and one of the Boys who was in her, was with very great exertion saved from being drowned.[[3]](#footnote-1)\*\*

This accident was followed by a very disagreeable altercation between Colonel Armstrong, and Captn. Lewis, in consequence of the former striking the Cabbin Steward, for the neglect of his Duty. Subsequent to this and on the General’s making some observations to Captn. Lewis on the impropriety of admitting the Evidence of a Cabbin Boy against that of the Officer of the Day: the latter so far forgot himself, as to reply to the General in a very imperious manner [and with an Oath] that he was Commander of this Ship and as such would be obeyed. This scene occasioned to every thinking Person on board, some uneasiness on account of the impropriety of Captn. Lewis’s conduct.

At 4 P.M. Captn. Lewis and Mr. Jonathan S. Smith left the ship in the Boat for Jacmel, in order to proceed with greater // f. 18v dispatch to Port au Prince. At 7 P.M. on beating up the Harbour of Jacmel we were rejoined by our Boat having on board the Pilot. At 8½ Pilot gave Orders to let to the Anchor, and to our utter astonishment we found no bottom: Captn: Blakely in consequence ordered the Cable to be cut, and we once more stood out to sea with the loss of our Anchor and 30 or 40 Fathoms of Cable.

Wednesday

19th. Feby.

This day light Winds and fair Weather making the best of our way for Jacmel. At Noon being at the Harbour’s mouth, we were met by the Harbour Master and his Deputy, and soon after came to Anchor: Mr: Sullivan went on shore after dinner, and brought us on board some fruit which we devoured, and as might be expected we found delicious.

Thursday

20th. Feby.

Fine pleasant Weather. The whole of this day they were occupied in unstowing the Hold in order to procure several Articles that were wanted, and particularly the Printing Press.

Friday

21st. Feby.

Fine agreeable Weather.

The Printing Press having been procured; the Printers were busily employed setting // f. 19 it up. And we had the satisfaction of obtaining this day, a Roof Sheet of the General’s Proclamation [to the Inhabitants of South America] which in point of beauty and execution, far exceeded our most sanguine expectations.

Saturday

22d Feby.

Fine agreeable and pleasant Weather. The Printers still occupied in Printing Business; the Taylors making Uniforms for several Officers who were in want of them: and Colonel Armstrong distributing Arms to those Gentlemen and Soldiers who required them. Received a letter from J. S. Smith from Port au Prince dated the 21st: Inst., thereby announcing his arrival in that City.

Sunday

23d Feby.

This day equally fine Weather, and employed nearly in the same manner as that preceeding it.

Monday

24th. Feby.

Fine agreeable Weather. Having for the Present done with the Printing Press it was taken down: And Captn. Heckle was employed fixing and arranging the Pikes. Two Seamen absconded from the watering Party.

Tuesday

25th. Feby.

Weather as usual, but towards the Evening attended with rain.

Captn. Gardner went on shore for the recovery of his Health, having been for several days indisposed. Captn. Blakely – who at present commands the ship[,] employed occasionally in repairs, and // f. 19v procuring Water. Mr: Sullivan[,] the second Officer[,] went daily on shore for the purpose of obtaining sundry Douceurs for our comfort; we not having permission to go on shore.

Wednesday

26th. Feby.

These 24 Hours light Winds and pleasant Weather. Employed fixing Pikes and sundry other things preparatory to our Expedition.

Thursday

27th. Feby.

This day was as usual fair, but towards Night we experienced much rain.

Officers & Men employed in the Manual Exercise, to enable them to act with precision and in unison, when landed. Lieut. Newton was sent on shore to recruit his Health.

One of the Seamen who had absconded from the watering Party on Monday, returned on board this Evening and notwithstanding his professions of contrition and innocence, was confined in Irons, but released the following Morning. he professed he knew nothing of his Companion.

Friday

28th. Feby.

Weather much the same as the preceding day. Drilling Officers and Men as // f. 20 yesterday: And occupied about sundry other Objects sending to promote and ensure the success of our Enterprise. Our anxiety on not hearing from Mr: J. S. Smith become very great, and in consequence thereof, and the Military Movements we perceiv’d on shore; it was deemed prudent to double the Guard, which since our arrival consisted of 9 Men including the Subaltern.

Saturday

1st: March

Particularly fine and pleasant weather. At Noon Captn: Blakely received a Letter by the Harbour Master from the Black General Commanding at Jacmel, of which the following is Copy, together with his reply thereto[.]

N.B. Not having been able to procure from Captn: Blakely the Copies of the above Letters, I merely give the purport of them,

General Magloire Ambroise wrote to Captain Blakely during an interview with him on shore, on affairs of // importance.

Captain B. gave a very civil answer informing him that Captn. Lewis[,] his Commanding Officer, had on his departure for Port au Prince given // f. 20v him strict charge not to leave the ship on any account whatever: but that he was ready to give the General an Answer to any Communication he might take to him in writing,

[место пропущено]

unacquainted with the purport of the above request, it was deemed necessary for Messrs. Gardner & Newton to return on board: and every precaution was taken to guard against the worst.

At 7 P.M. M. General Miranda received a Letter from Captn. Lewis dated 28 Feby. from Port au Prince, stating that every thing was, as he could wish – that his brother Jacob Lewis would join here with his ship as soon as possible; and that himself expected to be here in 2 or 3 Days.

Sunday

2 March

Fine[,] pleasant and agreeable Weather. Occupied get[t]ing the ship Painted outside, and ready for sea. // f. 21

An altercation took place between the General and Blakely and Morrison, the latter having appropriated to themselves an unequal and unjust proportion of the fresh Provisions, and justifying the Conduct of their servants; who were living in Clover, whilst the Cabbin Messes were most shamefully neglected.

Monday

3 March

Continuance of the same agreeable Weather. Occupied painting and sundry other Objects.

At 6 A.M. discovered a sail off the Harbour Mouth but could not discern that she was.

At 3½ P.M. Captn. Lewis and Mr : Jona. S. Smith arrived from Port au Prince[,] Bearers of agreeable feelings respecting the object of their Mission.

Tuesday

4 March

Fine weather as usual.

This day permission was given to the Officers to go on shore /one half alternatively,/ so long as we should stay in the Harbour. This was cheerfully accepted, and several went on shore accordingly.

The General having perceived an Error in the Proclamation I was // f. 21v occupied this and several succeeding days in correcting it.

Wednesday

5th: March

Fine pleasant Weather.

This day the General went to Jacmel accompanied by ~~his~~ Wm: Smith[,] his Aid de Camp; and after visiting several parts of the Town returned on board to dinner.

Thursday

6th: March

Agreeable and pleasant Weather.

In the afternoon I went on shore to the westward of the Town with Colonel Armstrong for the purpose of Bathing; and returned through the Town in the Evening.

Friday

7th: March

Continuance of the same fine Weather.

In the afternoon the General accompanied by Wm: Smith and myself, went on shore to Bathe and returned on board immediately afterwards.

Two Seamen deserted in the night from the ship without being perceived.

Saturday

8th: March

Pleasant agreeable Weather. // f. 22

This day I went on shore at Jacmel for the purpose of visiting an old acquaintance from Port au Prince Mr. James Booth, who having constantly resided in that City, was an eye Witness to the barbarous and ferocious Murders committed by that brutal Monster Dessalines, alias the Emperor of Hayti.

I returned on board to dinner, and again walked on shore in the Evening. The City of Jacmel has at present nothing remarkable of itself, the buildings are generally poor and mean; the situation is nevertheless agreeable and advantageous: it owed it’s [sic!] splendor to the Mountains contiguous; which were in a high state of cultivation, and produced a considerable quantity of Coffee.

Sunday

9th: March

Fine weather as usual.

Nothing remarkable occurred this day.

Monday

10th: March

Pleasant agreeable weather.

This day in consequence of information received from Captn. T. Lewis // f. 22v the permission granted to go on shore was suspended until further Orders.

Tuesday

11th. March

Fine agreeable weather.

This Evening the General received a Letter from Captn. Jacob Lewis from Port au Prince, the contents of which induced him to send Mr. Jona. S. Smith to that City; and every preparation was made to get the ship ready for sea, in order to sail immediately on his return.

Wednesday

12th: March

Continuation of the same agreeable Weather.

Employed on board as usual about sundries necessary to our Expedition such as filling Cartridges, making Colours, fixing Pikes &ca. &ca.

Thursday

13th: March

Fine pleasant Weather.

Employed about sundries. At 9 A.M. we discovered a Schooner off the Harbour’s Mouth, standing of and on, which from every appearance was a Privateer.

Friday

14th: March

Pleasant and agreeable Weather.

Employed about sundries and making // f. 23 every preparation for going to Sea. At 3 P.M. Mr: Jona. S. Smith arrived from Port au Prince.

Saturday

15th: March

This day fine agreeable Weather; but contrary to every preceding one, the Sea Breeze continued all Night and precluded the possibility of our going to Sea as was intended.

On Mr: Smith’s arrival, and from the intelligence he brought, the General was induced to charter the Schooner Bee of Philadelphia to join in our Expedition: the whole of the day was employed by our people fitting her for Sea; towards Night this was effected, and 6 Officers with about 30 Men were sent on board of her.

At 3 P.M. arrived the Schooner Bacchus of Philadelphia; the Captain of which informed us, the had been at Lagu[a]ira, and being there refused admittance had proceeded to Santa Cruz, and from thence here. We could obtain no satisfactory account ~~of~~ from him whatever, neither with respect to his Cargo, or anything else: he therefore appear’d to be at least very suspicious, and might very probably have been // f. 23v dispatched for the purpose of giving information respecting our proceedings. At 11 P.M. the Schooner Edith & Nancy[,] Captn. [space left] came to an Anchor, being 15 days from Baltimore.

In the course of the Evening we saw a Ship in the Offing, which we conjectured was a Frigate. The Privateer Schooner was also seen.

[на полях] N.B. Our surmises respecting the schooner Bacchus were some days afterwards fully confirmed by the evidence of the Captain & others on board: who informed us that an Italian[[4]](#footnote-2) named Covichichi /who appeared as supercargo/ was dispatched by the Spanish Ambassador to give intelligence of our movements, & that from Lagu[a]ira he was sent here to gain further information &ca. &ca.

// f. 23v

Sunday

16th: March

Fine agreeable Weather.

At 6½ we perceived the Schooner Privateer dogging off the Harbour’s Mouth, with American Colours flying. At 7 sent on board the Schooner Edith & Nancy, which had arrived during the preceding Night and was informed that she had been chased by the Privateer. At 7½ we observed a Ship in the offing and from her passing near the Privateer without being molested we concluded they might be Consorts: and the former running for the Harbour, after having previously fired a Gun, induced a belief that she might be an Enemy intending an attack upon us; every thing was prepared for action.

At 9 the Ship was at the entrance off the Harbour and fired a Salute: // f. 24 she soon after came to an Anchor and proved to be the Private armed Ship Aspasia[,] Captn: Bomberry 14 days from Baltimore. The Captain very politely favoured us with the loan of several interesting Newspapers; containing accounts of advantages obtained by the Austrian and Russian Armies over Bonaparte[[5]](#footnote-3), and sundry other Articles of great Moment.

The Captain also informed us that he passed very near the Privateer who appeared to be full of Men, but with only one or two Guns: she not having attacked him, he was unwilling to become the agressor [sic!]; and thus they passed by each other without any Communication.

Monday

17th: March

Fine pleasant Weather.

At 2 P.M, Captn: Gardner incautiously snapping Dr: Scofield[’]s Pistols, which he did not know were loaded, one of them went of and shot Dr: Scofield; but his life was miraculously preserved by the Ball striking one of the Buttons on the flap of his Pantaloons, which averted the fatal consequences, by changing the direction of the Ball and only left // f. 24v him a slight Momento, by grazing the skin.

This being St: Patrick’s day many improprieties were committed by several of the Men on board of the Schooner Bee, and our own Ship, and some of them confined in Irons. Two or three Officers who were on shore likewise compromised themselves by their improper Conduct. At 8 P.M. Mr: Windsor arrived from Port au Prince as we were about to leave this Port, and informed us that the Ship Emperor[,] Captn Jacob Lewis was ready to join us from that City, and only waited the knowledge of our being still here, to proceed immediately on his Voyage: An Express was dispatched to him for that purpose.

I went on shore this day with Colonel Armstrong and several other Gentlemen, to the Mountains on the west side of the Town; on which were several very interesting and romantic Situations. we also visited a Negro dwelling, which was a perfect abode of Misery and distress.

Tuesday

18th. March

Fine Weather as usual.

At 9 A.M. the Pilot Boat schooner // f. 25 Swift[,] Captn. [space left] from Baltimore in 14 days, came to an Anchor. No news [~~нрзб~~] later than that already received.

Wednesday

19th: March

Fine pleasant Weather.

No remarkable occurrences this day.

At 11 A.M. the schooner Hetty of Havre de Grace[,] Captn [space left] in 16 days from Baltimore, nothing new.

Thursday

20th: March

The early part of this day fine agreeable Weather, the latter part much rain. A Letter was this day received from Port au Prince, announcing that the Ship Emperor[,] Captn Jacob Lewis[,] was off Leogane on Tuesday last, on his way to join us.

Friday

21st. March

This day fine weather, with rain during the early part of it.

At Noon the Schooner Supply[,] Captn Haylor in 12 days from Baltimore came to an anchor: no News.

Saturday

22d. March

This day fair and raining occasionally, owing without doubt to the Sun’s passing the Equinox. Nothing new.

Sunday

23 March

Fine pleasant and agreeable weather.

At 2 P.M. Captn Lewis left the ship for Port au Prince with an Express.

// f. 25v

At 11 A.M. the General wrote Captn. Lewis pressing his return, in order to avoid any further delay, since the ship Emperor would not join us.

Monday

24 March

Fine pleasant and agreeable weather. At 11 P.M. the Brigs Charleston Packet[,] Captn. Abbot, and Robert and Mary[,] Captn. Israel, together with the Schooner Victory[,] Captn. Waldron all of Philadelphia, left this Port for the place of their destination. Having some reason to suspect they had on board one or two of our People, our boats were manned and sent after them, but returned without having been able to find them; if they really were on board. At 10 A.M. the General thought proper to have the Officers[’] Commissions delivered out to them, and after being collected together and signing an agreement to abide by the Articles of War of the United States, and serve and obey the Officers set over them, by the Supreme Executive authority of the People of South America, /legally appointed free and Independent of the Spanish Government/ they were issued out to them accordingly.

[На левом поле:] Captn. Donohue having purchased the schooner Bacchus of Philadelphia, this Vessel was also attached to our Expedition; and Captn. Gardner appointed to take the command of her, and prepare her for Sea.

// f. 26

Tuesday

25 March

Fine agreeable weather.

Employed exercising and drilling the Men.

At 5 A.M. the Danish schooner Gypsey[,] Capt. [space left,] sailed from this Port. This Vessel with those mentioned yesterday were all the Vessels in this harbour on our arrival.

Wednesday

26th: March

Fine pleasant weather, the latter part rain.

At 4 P.M. Captn. Thomas Lewis arrived from Port au Prince accompanied by his brother Captn. Jacob Lewis: the latter came immediately on board the Leander and had an interview with the General.

Thursday

27th: March

Fine agreeable weather.

At 7 A.M. got under weigh accompanied by our two Tenders the schooners Bee and Bacchus, and were soon after joined by 7 American Gentlemen from the shore, who received their Commissions as Officers in the Expedition.

Friday

28th. March

Late. 17°.84’.

This day began with light airs inclining to calm, latter part pleasant Breezes.

Jacmel but shortly afterwards got a Breeze that us a good offing.

Some of our Officers of the Rifle Corps were removed on board the Bacchus. Winds Variable. // f. 26v

Saturday

29th: March

Late. 16°.46’. [at 1 P.M.?]

This day pleasant Breezes and fair Weather. Winds from S.S.E. to E.N.E.

At 1 P.M. saw a sail to leeward standing to the Northward and Westward. [Latitude?]

Sunday

30th: March

Late. 15°.48’.

Fine Breezes and pleasant Weather.

At half an hour past noon the Schooner Bee ran foul of us, stove in the Boat hanging over the stern, and did us some other damage. The Bee very fortunately got clear with the loss of her jib boom. At 8 P.M. a schooner passed us to windward standing to the N. & W. Winds from N.E[.] by E. to N.E.

Monday

31st: March

Late. 15°.16’.

Fine Breezes and agreeable weather. Winds from E.N.E. to East.

Nothing remarkable; tacking Ship occasionally as was deemed most advantageous.

Tuesday

1st: April

Late. 16°.4’. [at 8 A.M.?]

Fine Breezes and agreeable weather. Wind E.N.E.

At 8 A.M. Captn: Gardner from the schooner Bacchus came on board for sundry articles of Provisions, with which he was supplied, and returned to the schooner at 11 A.M. This visit of Captn: Gardner’s had like[d] to have proved very serious; he having applied to Captn: Lewis to change some of his seamen, the latter got into a passion and ordered // f. 27 Mr: Sullivan to go on board the schooner in his place. This occasioned a very serious and alarming altercation between the General and Captn: Lewis which had like[d] to have ended in a separation: but was very happily amicably adjusted, on the latter agreeing to resume his Commission /which at Jacmel he had declined/ and acting for the future with more propriety.

Wednesday

2 April

Late. 15°.2’.

Pleasant Breezes and fine weather. Winds from N.E[.] by E. to E[.] by N.

Nothing remarkable these 24 Hours.

Thursday

3 April

Late. 14°.1’.

Light Breezes and pleasant weather. Winds from E[.] by S. to E.N.E.

Nothing new.

Friday

4 April

Late. 13°.26’.

Light Breezes and pleasant agreeable weather.

Wind E[.] by N.

No remarks worthy of note.

Saturday

5 April

Late. 12°.35’.

Pleasant Breezes and fine weather. Winds East and E[.] by N.

At 3 P.M. land was discovered from the Mast Head said to be the Islands of Aves.

Sunday

6th: April

Late. 11°.41’.

Fine Breezes and pleasant weather. Wind East.

At 3 A.M. discovered land which bore W.S.W. and was supposed to be the Island // f. 27v of Buenaire [Bonaire]. At ½ past nine running down the land saw a schooner, and sent the Bacchus in chace [sic!]. At 10¼ she ran into a creek or Bay and the Bacchus returned.

Monday

7th: April

Late. 11°.30’.

Fine Breezes and pleasant Weather. Wind E.N.E.

At 6 P.M. after having run down the coast for at least 60 Miles, we found ourselves completely land locked; and to our utter astonishment and great mortification, the supposed Island of Buenaire [Bonaire] proved to be the main Land on the N.W. of the Gulph [sic!] of Venezuela.

the ship immediately tacked to make the best of our way out.

Tuesday

8th: April

No Observon:

Fine pleasant Breezes and agreeable Weather. Winds E[.] by N[.] to N.N.E.

The whole of this day employed beating the Ship out of the Gulph [sic!]. At 11 A.M. the North East Point bore about N.W. distance 5 Leagues.

Wednesday

9th: April

Late:

Fine Breezes and agreeable weather. Winds in the early part of this day about Norht and in the latter part E[.] by N. to E.N.E.

At 9 A.M. land was perceived from the Mast head bearing about West, and supposed to be Cape Chichibacoa. // f. 28

Thursday

10th: April

Fresh Breezes and fine weather. Wind S.E. At 2½ P.M. let go the anchor about one League from the Town of Aruba near the watering place, but having found no bottom weighed the anchor again and stood towards the Town. At 5 P.M. a Boat from the schooner Echo belonging to Mr John Phillips of Jamca: and a Danish schooner belg: to St. Thomas’s. At 7 P.M. Mr. Phillps left us to proceed on shore; the entrance of the Harbour being as he informed us very narrow, we lay to all night.

Friday

11th. April

Fresh Breezes and pleasant Weather. Wind East. At 8½ A.M. Mr: Phillips came on board with the Pilot. At 9 we let go the anchor, which not holding, we let go a second; neither of which found the bottom, they were therefore hove up, to get farther in. At 10 Genl: Miranda, Mr. Phillips, Wm: S. Smith & myself went on shore, in Mr: P.[hillips’s] Boat.

Saturday

12th: April

Fine Breezes and weather. Wind E. by S. At 1½ P.M. the Leander came to an anchor, and soon after Captn. Lewis & several of the officers came on shore. This day I was employed visiting [[6]](#footnote-4)// f. 28v the little settlement of Oruba [sic!], which is at present totally unprotected and at the mercy of any armed Vessel that may be in the Harbour. The Productions of this Island are by no means sufficient for the maintenance of it’s [sic!] Inhabitants /said to be about 1000 principally composed of a mixed bred of Indians/ but from it’s [sic!] contiguit /Users/RISMoscow/Desktop/Миранда, архивы, Greenwich, Bodleian/IMG\_6751.JPG

y to the main is well supplied with Provisions, with which it furnishes the Vessels that occasionally touch here for information. The General having taken up his residence in the Island, Wm: S. Smith & myself were lodged with him. The little Town if so it may be called has nothing remarkable in it, and the Houses with the exception of 4 or 5 are rather miserable. One of the greatest inconveniences this Island labours under is the want of rain, which sometimes does not fall for 2 or 3 Years. Their water in general is not very abundant, and only to be found in certain districts, and even then not very pleasant to the eye, although not otherwise disagreeable.

[На полях:] This Island professes neutrality, more perhaps from it[’]s helpless situation than any other authority. There is a Dutch Commissary who resides in the Island, called Mr. Van den Brook. // f. 29

Sunday

13th. April

Pleasant Breezes and weather.

Nothing remarkable occurred this day. Employed procuring Water &ca[.] for the ship.

Monday

14th. April

Fine pleasant weather.

Nothing new. Such Officers as pleased were on shore for their amusement or health.

Tuesday

15 April

Fine agreeable weather.

This day most of the Officers & Men came on shore in their uniforms and underwent a review: the appearance of both was such as to inspire confidence, and our chief regret was, that they were not more numerous.

Wednesday

16th. April[[7]](#footnote-5)

Fine pleasant weather.

At 9 P.M. the General accompanied by several Officers returned on board the Leander for the purpose of get[t]ing under weigh.

At 6 A.M. got under weigh in company with the Schooners Bee, Bacchus & Echo. the latter with Mr. Phillips on board he having determined to accompany us. At Noon the Island of Oruba [sic!] bore S. by E. distance about 4 Leagues.

Thursday

17th. April.

Light Breezes and agreeable Weather[.] Winds from N.N.E[.] to East.

At 4 P.M. Mr: Sullivan who commands // f. 29v at present the Bacchus; came in his Boat alongside, and received his Private instructions in case of separation, and was also desired to deliver the same to the other Schooners.

Friday

18th. April

Late. 13°.13’

Pleasant Breezes and fair weather.

Winds from E[.] to E.N.E.

Nothing remarkable this day.

Saturday

19th: April

Late. 12°.33’ [at 10 A.M.?]

Fresh Breezes attended with frequent squalls of wind. Winds as the preceding day. At 10 A.M. the Island of Oruba [sic!] bore West distance about 8 Leagues. At 11 the Island of Curaçoa [sic!] bore S.W. by E. distance about 8 Leagues.

Sunday

20th: April

Late. 12°.40’

Fresh Breezes and fine weather. Winds from E[.] by S[.] to E.N.E.

At 6 P.M. on tacking ship to the Northward, the Island of Curaçoa [sic!] bore East distance about 3 Leagues.

At Noon the above Island bore S.S.E. distance about 3 Leagues.

Monday

21st: April

Pleasant Breezes and fair weather. Winds from E.N.E.[,] the latter part strong Breezes and squally with rain.

At day light the schooner Echo was not in sight; we lost her during squall. From some great mismanagement // f. 30 during the night, instead of being to windward of Curacoa [sic!] as we had every reason to expect; we found ourselves considerably to leeward of that Island, & nearly in the same position we were two days ago.

Tuesday

22 April

Strong Breezes attended with squalls of Wind and rain. Wind E. by N.

Making every exertion to get to windd: tacking ship occasionally. At Noon St. Christopher’s Hill /Curacoa [sic!]/ bore S.W. by S.[,] distance about 4 Leagues.

Wednesday

23 April

Fresh Breezes and pleasant Weather.

Winds E[.] by S. to E.N.E.

Not being able, from the contrary Winds and Current, to weather the North part of the Island of Curacoa [sic!], it was determined to stand to the southward, and the Ship tacked for that purpose at 6 P.M. At 5 A.M. the Island abovementioned bore N[.] by E.[,] distance about 5 Leagues.

The Bee having sprung her Main Mast, we sent on board of her our Carpenters, to secure the Mast.

Major Donohue was sent by the General on board the Bacchus, to proceed to Buenaire [Bonaire] to gain intelligence.

Thursday

24th. April

Fresh Breezes and squally with // f. 30v rain. Winds E.S.E. to E.N.E.

At 10 A.M. we passed between the Islands of great and little Curacoa [sic!]; the latter bore E[.] by S. 2 Miles distance, and Buenair [Bonaire] N.E. ½ E. about 5 Leagues.

Friday

25 April

Pleasant Breezes and weather. Wind E.S.E[.]

At 5 P.M. saw the schooner Bacchus at anchor in the ~~coasts~~ Harbour of Buenair [Bonaire]: she soon after made sail and joined us;

Major Donohue informed the General there was no intelligence to be obtained in that Island: we consequently continued our route for the place of destination.

At Noon the Island of Buenair [Bonaire] bore N.W. distance about 7 Leagues.

Saturday

26th: April

Light Breezes and fair weather.

Wind from E.S.E. to E.N.E. the latter part of this day squally with rain.

Employed on board making preparation to land, but were in a great degree impeded by the unfavourable state of the weather. At Noon the high land of Caracas bore S.S.E. distance about 10 Leagues.

Sunday

27th: April

Light Breezes and fair weather. Wind E[.] by N.?

At 6 P.M. saw 2 strange sail under the land // f. 30 to leeward. Middle of the day employed in preparing to disembark; both the schooners[’] boats were engaged transporting different articles on board each of them.

Monday

28th: April

Light Breezes and fair weather.

Wind East.

At 3 P.M. saw the same two strange sail again, which proved to be a Brig & a schooner, which on the preceding day into Puerto Cabello. In consequence of the re-appearance of those Vessels, our Boats ~~нрзб?ed~~. and People that were to have been shipped on board the schooners were recalled. At sun set we ran in for the land, but could not find our Port, from the darkness of the night. At 8½ P.M. Major Donohue and Powell went to the Bacchus for the purpose of reconnoit[e]ring. At day light we perceived the Bacchus close in with the land; and the enemy were also very near us, to windward.

The Bacchus from some circumstance of which we were totally ignorant, came to anchor under the land; the signal was made to close with us, and also to the schooner Bee, who was, some // f. 30v distance astern. At 10 A.M. the Bacchus got under weigh and soon after received several shot from the Brig. At 10½ we got the sea breeze and were then to windward of the Enemy and kept bearing down towards them. A few minutes before noon we fired several shot at the Brig and schooner, both of which hoisted Spanish Colours, and returned our fire. The action continued for about 40 Minutes without our receiving any injury when it was deemed prudent to decline the conflict, from their decided superiority both in weight of Metal, and the number of their Men. The signal was kept flying for the two schooners to join us.

[На полях:] The Brig carried 20 or 22 Guns, and the schooner 16: Some of which from our calculation must have been 12 Pounders.

Tuesday

29th April

Fine Breezes and weather. Wind E[.] by N.

At 4 P.M. the schooners Bee and Bacchus not being able to keep up with us, were cut off by the Enemy, who gave over chacing [sic!] the Leander, to pursue the schooners. At 5 we had the mortification to perceive the Bee lower her Main sail and as we presume surrender to the // f. 31 Enemy’s schooner. At 6½ P.M. the Bacchus did the same to the Brig. The loss of these Vessels was a matter of much serious concern there being the followg. Officers on board of them, besides 36 Men: all belonging to our Expedition.

*Schr: Bacchus* *Schr: Bee*

Major Donohue Captn. Durning

‘’ Powell ‘’ Bergudd

Captn Gardner Lieutt: Kemper

‘’ Billopp ‘’ Jorge

‘’ Heckle & son ‘’ Ingersoll

Lieutt : Johnson

‘’ Sullivan

‘’ Hall

‘’ Gill *Printers*

‘’ Moore Elliott

‘’ Ferris Saunders

‘’ Farquharson

‘’ Sherman

The consequence of this ~~нрзб~~ capture ~~нрзб~~ would not admit of our re-attempting a disembarkation, unless protected by some superior naval force to that of the Enemy. The General therefore determined to proceed to Trinidad, but previous thereto it became necessary to proceed to Buenair [Bonaire]; we being totally out of water, and were put on an allowance of one Pint per [значком!?] day. // f. 31v

Wednesday

April 30th..

Pleasant weather, and winds, as usual.

At 7 P.M. came to anchor in the Harbour of the Island of Buenair [Bonaire] opposite the Fort, at the distance of about a Cable length from the shore. At 8 P.M. Majors Roorbach & Smith with Mr. Stedman went on shore to procure water for the ship.

At 9 A.M. The General accompd. by Wm: Smith and myself went on shore to pay respects to the Governor /who takes the title of Commodore/[,] he received us very cordially, and we dined with him, this, and the following day.

This Island is somewhat more fruitful than the Island of Oruba [sic!] but still not sufficiently so, to suffice for the consumption of it’s [sic!] inhabitants who receive their supplies from Curacoa [sic!]. We were informed that Buenair [Bonaire] contd: about fifteen hundred souls of all descriptions; chiefly Indians.

[на полях:] I have omitted to notice that the Fort is in no state of defence [sic!], having only one nine pounder: they consider themselves as Neuter, altho’ the Governor or Commodore hoists the Dutch Flag.

Thursday

May 1st:

Fine pleasant weather.

Employed procuring water for the ship: which was brought from the interior by the Natives on Asses: at one Dollar per [значком!] Cask. // f. 32

Friday

2d: May

Pleasant Breezes and fair weather.

Early this Morning, two schooners arrived from Curacoa [sic!], and gave us the intelligence that the coalesced Powers had been defeated, and an Armistice concluded between them and Bonaparte; from which England was excluded. Also that Mr: Pitt was dead.

At 5 P.M. having completed our water, and taken leave of Commodore Johannes Palm and his family, got under weigh to proceed to Trinidad. At 1½ A.M. brought to a schooner, who ~~нрзб~~ said he was 30 Hours from Curacoa [sic!] bound to St. Thomas, with Cocoa and Logwood.

Saturday

3d: May

Late. 17°.27’.

corrected

Late. 13°.39’.

Fresh Breezes and rough Sea. Winds E. by S. to E.S.E.

No occurrence worthy of notice. Except our diffce: of Latitude, from which it evidently appears there must be a strong northerly Current[.]

Sunday

4th. May

Late. 18°.13’.

corrected

Late. 13°.29’

Light Breezes and pleasant weather.

Winds sometimes E[.] by S. and E.N.E.

Saw a Sail to windward said to be a schooner standing to the Northward.

At 10 P.M. tacked ship to the southward.

Monday

5th. May

Late. 12°.8’.

Light Breezes and fair weather. Winds from East to N.E. by E.

This day it was discovered that our high Northern Latitudes given the two preceding days, was not owing to any Current; but // f. 32v merely an Error in the different Observations from the Circumstance of adding the Sun’s Zenith distance to the North Declination, whereas the Sun bearing North, it should have been substracted.

Tuesday

6th: May

Late. 12°.45’.

The commencement of these 24 Hours fine agreeable weather, Wind E.N.E.; the latter part some rain with Wind E.S.E.

At 4 P.M. the Island of Rocca bore S.E. by S. distance about 4 Leagues. tacked ship to the Northward.

Wednesday

7th. May

Late. 12°.15’.

Light Winds and fair Weather. Wind East.

At 6 P.M. saw a Vessel in our wake, which apparently was steering the same course. At 6½ tacked to the Southward. At 7 A.M. the Island of Rocca bore S.E. distance about 4 Leagues. at 8 tacked ship to the Northward.

Thursday

8th: May

Late. 13°.30’.

Light Winds and faire weather. Wind East.

No occurrence worthy of remark.

Friday

9th: May

Late. 13°.52’.

Fresh Breezes and cloudy. Wind East to E. by N. Tacking Ship occasionally, according as it was most advantageous. Since yesterday we were put on an allowance of 3 Pints of Water per [значком!] day; including what was necessary for cooking. // f. 33

Saturday

10th: May

Late. 15°.19’.

Fresh Breezes and squally weather. Wind Easterly.

Sunday

11th: May

Late. 14°.4’. [at 4-6 PM?]

Moderate Breezes and fair weather. Wind East to E.N.E.

At 3 P.M. discovered a Sail to windward bearing down upon us: At 4 set our steering Sails and bore away. At 6 the strange Vessel was out of sight; and we kept on our courses.

Monday

12th: May

Late. 13°.41’.

Light Winds and fair weather: the early part of the day Wind E.N.E., the latter part E.S.E.

Tuesday

13th: May

Late. 12°.58’.

Gentle Winds and fine weather. Winds from East to E. by N.

Wednesday

14th: May

Late. 11°.54’.

Light Breezes and fair weather. Wind E[.] by N. to N.E. by E.

At 10 A.M. we discovered land, which proved to be the Island of Blanca.

Our allowance of Water was increased 1 Pint.

Thursday

15th: May

Late. 11°.10’. [at 4 P.M.?].

Light Breezes and fair weather. Winds as yesterday.

At 2 P.M. the Centre of the Island of Blanca bore E.N.E. distance about 5 Leagues. At 4 P.M. tacked ship to the Northward. At 6 tacked to the Southd. The Island of Blanca bore East 2½ Leagues // f. 33v distance. At day light the Island of Margaritta [sic!] bore S.E. by E. At 6 A.M. tacked ship to the Northward, the high land bore S.E.½S. distance 4 Leagues. a strange sail to Leeward.

At Noon the strange sail was about 15 Miles distant, standing on the same, tack with ourselves, and from her appearance supposed to be a British Frigate.

Friday

16th: May

Late. 12°.35’. [at 5 P.M.?].

Light Breezes and fair weather. Winds Easterly. At 1 P.M. the strange Ship fired a Gun and hoisted a signal at the Main top gallant mast head, which we could neither distinguish nor undestand. At 2 and at 5 she also fired, and the signal was still kept flying[.] At 5 we hoisted the American Ensign at the M.T.G.M.Hd: [Main Top Gallant Mast Head].

At 6½ tacked Ship to the Southward and westward, to avoid the Vessel then in sight and decoy her out of our track. At 8 wore ship and stood to the Northward.

At day light the strange sail was not in sight.

Saturday

17th: May

Late. 13°.26’.

Light Breezes and fair weather; attended with rain towards Night. Wind E[.] by S. to E.S.E. Saw a sloop to windward, standing to the Northward and Eastward, as well as ourselves.

Sunday

18th: May

Late. 14°.49’.

Fine Breezes and weather. Winds E.S.E. to S.E. by E. A small Vessel in sight, supposed to be the same we saw yesterday. // f. 34

Monday

19th: May

Late. 14°.32’.

Light Breezes and fair weather. Winds from E.S.E. to S.E.

At 8½ P.M. tacked Ship to the Southward.

Tuesday

20th: May

Late. 13°.5’.

Pleasant Breezes and fine wr: Winds from E[.] by S. to E.N.E.

Wednesday

21st: May

Late. 11°.49’. [at noon?]

Light Breezes and fine weather. Winds from E[.] by S. to E.S.E.

At Noon we discovered land from the Mast Head, bearing S.W. distance about 12 Leagues, which our Pilot declared to be the Testigos.

Thursday

22d: May

Late. 11°.6’. [between 2 and 8 P.M.?]

Pleasant Breezes and fair Weather[.]

Winds from E.S.E. to E[.] by N.

At 2 P.M. tacked ship to the Northward. At 8 P.M. Do. Do. to the Southward.

At 7 A.M. saw the Main land, to the Southward and Westward. At Noon tacked Ship to the North.

Friday

23d: May

Late. 11°.48’. [at 10 A.M.?]

Light winds and clear weather.

At 6 P.M. the Testigos bore W[.] by N. distance about 12 Leagues. At 10 A.M. the above Islands bore W.N.W. nearly the same distance.

tacked ship occasionally, the wind veering from E.N.E. to E.S.E.

Saturday

24th: May

Late. 11°.24’.

Fresh Breezes and fair weather. Wind Easterly. At 9½ A.M. the Testigos bore nearly S.W. distance about 13 Leagues. // f. 34v

Sunday

25th: May

Late. 11°.56’. [at 7½?]

Light Breezes and fair weather. Winds from E. to E.N.E. Tacking ship occasionally. At 5½ A.M. saw the Island of Grenada bearing E.N.E. distant 10 Leagues, saw a sail from the mast-head at the same time – at 7½ saw another strange sail to windward. At 10 A.M. tacked to the Northward & Eastward – Grenada bore E[.] by N. 9 leagues distant.

Monday

26th. May

Steady Breezes and fine weather. Winds as yesterday.

At day light saw the same strange Sail, on of which was a ship, standing for us. Grenada bore E[.] by S. distance about 5 Leagues.

At 7 A.M. discovered the ship in chace [sic!] of us. At 9 she hoisted English Colours and fired a gun to windward: from 9 to 10 she fired 14 shot to bring us to. – At 10½ she fired 1 gun to leeward and hoisted signals. Cleared ship for action and hauled up our courses.

At 11½ hove to. At noon his B.M.S. Lilly, Captn: D. Campbell sent her boat on board, and desired Captn. Lewis would go on board the Lilly.

Tuesday

27th: May

Light Breezes and fair weather, the latter part squally with rain. Winds E.N.E. to E.S.E. // f. 35

At 1½ P.M. Captn. Lewis returned on board, accompanied by Captn. Campbell who was desirous of paying his respects to the General, and giving him some interesting information. He advised the General of the death of Mr: Pitt and the change of Ministry: also of the orders he had received from Admiral Cochrane to afford him every assistance he should require. At 2½ Captain Campbell returned, and sent the General files of London Papers to the 7th: March; the contents of which afforded us much pleasure.

At 3½ made sail for Grenada in company with the Lilly. At Sundown Grenada bore E[.] by S. distant 4 Leagues.

At 11 A.M. came to anchor in the Harbour of St: George. Majr: Roorbach went on shore with a Message to Govr: Maitland.

Wednesday

28th. May

Steady Breezes and fine weather. Wind Easterly.

At 2 P.M. General Miranda and his // f. 36v Aid de Camp went on shore: soon after several of our Officers did the same.

At 8½ the Lilly came to an anchor.

At 11½ A.M. I received the General’s Order to repair on shore.

Thursday

29th. May

Light winds and fair weather. Wind East.

At 10½ P.M. General Miranda and the other Officers having returned on board / except Colonel Armstrong who was left at Grenada in order to carry the General’s dispatches to Governor Hislop of Trinidad/ the Leander got under weigh to proceed to Barbados. The Ship Lilly, who was to accompany us, not having been able to weigh her anchor, was ultimately obliged to cut her Cable: this delayed us till 4½ A.M. when we both made sail for the place of our destination. 4 of our people were sent on board the Lilly for Mutinous and insolent Language.

Friday

30th: May

Fresh Breezes and fair weather. Wind East. At Sun set the Island of St: Vincent bore N.E. distant 14 Leagues.

Saturday

31st: May

Light airs and fine weather Varble:

At 1 P.M. Captn. Campbell sent his boat on board, with an invitation to the General, // f. 37 who soon after went on board accompanied by Wm: Smith his Aid de Camp.

At Sun set the Town of Kingston in the Island of St. Vincent[’]s bore S. by E. distant 2 Leagues.

At midnight General Miranda returned.

Sunday

1st: June

Variable weather with frequent squalls of wind and rain. Wind E[.] by S. to E.S.E.

At sun set the high Land of St. Lucia /in form of 2 Sugar loaves/ bore N.N.E. distant 5 Leagues. Tacking ship occasionally and making the best of our way between the Islands of St. Lucia and St. Vincent[’]s.

Monday

2d: June

Fresh Breezes and high sea. Winds from E.N.E. to E. by N.

At 7 P.M. Lieutt. Barclay of the Lil[l]y came on board with a Message to the General.

At 4½ A.M. spoke a sloop from Barbados.

At 5 A.M. the Lily spoke an American brig, loaded with Lumber &ca.

At Noon St. Vincent[’]s bore S.W. distant 10 leagues, and St. Lucia bore N.W. distant 8 Leag[ues].

Tuesday

3d: June

Light winds and fair weather. Winds E[.] by N. to E.½N.

At Sun set the Island of Martinica bore N.W. distant about 12 Leagues. At 8 P.M. saw a sail to windward. Captn. Lewis rant the ship under the lee of the Lil[l]y // f. 37v and gave the information to Captn. Campbell. Cleared ship for action. At 8½ P.M. tacked to the Southward and Eastward: nearly calm with a heavy swell. At 9¼ tacked to the Northward and Eastward, it blowing fresh with repeated squalls of wind and rain, which continued during the night.

At sun rise Martinica bore W.S.W. distant 8 Leagues, and Dominica N.N.W. distant 10 Leagues. At Noon tacked to the Soutd: and Eastward. Saw 2 Sail from the Mast head.

Wednesday

4th. June

Light Breezes with a heavy Sea. Wind Easterly.

At day light saw a schooner to leeward.

Thursday

5th: June

Light Breezes and fair weather. Wind Easterly.

At 2½ P.M. the Lil[l]y sent her boat on board the schooner, which hoisted Danish Colours, and after examining her, suffer’d her to proceed. At 3 P.M. saw a sail on our weather Bow & soon after the Land was descried from the Mast head.

At 4 P.M. the Lil[l]y spoke the strange Vessel, which proved to bear American Brig loaded with Cattle.

The report of having seen Land proved to be fallacious. // f. 38

Friday

6th: June

Pleasant and agreeable weather. Winds Easterly.

At 5¼ A.M. the Island of Barbados was discovered on our weather Bow distant about 7 Leagues, and bore E.S.E. Two sloops were also seen bearing to windward. At 11 A.M. tacked ship to the Northward and Eastward.

Saturday

7th: June

Light Breezes and fine weather. Wind from East to [not finished]

At 3 P.M. Lieutt: Barclay of the Lil[l]y came on board with a Letter to the General and orders for the Leander to make the best of her way into Port: he remained with us in order to Report the Ship to the Admiral.

At 7 A.M. came to anchor in Carlisle Bay[,] Barbadoes; and soon after the General received and invitation to breakfast with Admiral Cochrane on board his ship the Northumberland. The General went on shore with the Admiral, to visit the Governor Lord Seaforth, and the Commander in Chief of the Forces General Bowyer.

I went on shore at Bridgetown and procured apartments at Nancy Clarke’s.[[8]](#footnote-6)

Sunday

8th. June

Pleasant weather with frequent showers of rain No remarks of consequence. The General continually engaged in // f. 38v forwarding his Business with the different Chiefs.

Monday

9th. June

to

Friday,

20th: June

The whole of this time was taken up, in procuring Recruits, and necessary Provisions for the ship Leander. During this Period Captn. Lewis, with all the Sea Officers, and several seamen left the above Ship; and the Command of her was /pro tem[pora]:/ given to Mr. Stedman, in order to make the best of our way to Trinidad.

At 10 A.M. General Miranda with Wm: S. Smith went on board of the Leander, to re-establish order, which his presence soon effected: and at 3 P.M. we got under weigh in company with H.M.S. Lilly[,] Captn. Campbell and Brig Express[,] Captn. Spearing, also the Schr. Trimmer[,] Captn. Hancock with Military Stores, which was chartered by Messrs: Sandford & Bush to join in our Expedition.

Saturday

21st: June

Pleasant Breezes and fair weather.

The Island of Tobago in sight.

Sunday

22d: June

Squally weather with rain.

At 6 A.M. the Island of Trinidad in sight. // f. 39

Monday

23d: June

Pleasant and agreeable weather.

At 4 P.M. passed thro’ the grand Bocca [Boca].

At 5¼ the Lilly spoke a spanish [sic!] Launch.

At 8 we were spoken by H.M. Schooners Trinidad and Prevost.

At noon we perceived our Consorts at anchor.

Tuesday

24th: June

Fine agreeable weather inclining to calm. At 7 P.M. came to anchor in the Harbour of Port of Spain, and soon after the General with Coll. Smith and Major Roorbach went on shore. At 9 A.M. I also went on shore, and took lodgings during our stay in the Island.

Wednesday

25th June

to

Thursday

24th: July

All this time employed recruiting and making preparations for our debarkation on the opposite Coast; also waiting intelligence from Adml: Cochrane relative to the Operations of the French Fleet, /under Admiral Guillamet[[[9]](#footnote-7)\*] and Prince Jerome/ which arrived in these seas very untimely for our Expedition. On the 22d: of July we learnt by a Dispatch from Admiral Cochrane, that they were off Tortola on the 13 Ditto, in number // f. 39v six sail of the Line and 1 Frigate; apparently bound for Europe; thus leaving the Coast free for the General to commence his operations. General Miranda having obtained all the succours he could in the present situation of the Government expect from Trinidad, [about 90 Men, and some addition to his Naval Force] was determined no longer to delay the commencement of his Operations; the more so, as all the information collected from the Spanish Coast, agreed that the People were anxiously waiting his arrival to free them from the Spanish Yoke.

Thursday

24th: July

Pleasant weather, with frequent showers of rain.

At 4 P.M. the General embarked on board of H.M.S. Lilly[,] Captn Campbell. At 8 P.M. Coll. Wm: S. Smith and myself also embarked on board the same Ship, with the General’s Equipage. At 8 A.M. Mr: Cañero joined us on board. At 9½ the General made the Tour of the Vessels belonging to the Expedition.

Friday

25th: July

Light winds with rain.

At 3 P.M. Colonels Armstrong and de // f. 40 Rouvray with Mr: Fitzwilliam having arrived on board; the Convoy [consisting of H.M.S. Lilly; Captn. Campbell, Brigs Express; Lieut. Spearing, Attentive; Lt. Carr, schooner Prevost; Lt. Stout, Gun Boats Mastiff and Bull Dog; Sub Lieutts: Ensor and Edgar, with the Lilly’s tender /schr./ Dispatch, commanded by Mr: Waldegrave. also the English schooner Trimmer Captn. Hancock, and American Ship Leander[,] Captn. Johnston, Brig Commodore Barry[,] Captn. Meade, with Provisions] got under weigh and stood towards the Bocca’s [Bocas].

At 7 P.M. it being calm and the tide unfavourable we came to anchor.

Mr: Fitzwilliam for want of room was removed on board the Express. During the night Lt. Barclay went to Port of Spain on the Impress service.

At 11 A.M. we weighed the anchor, and soon after Lt. Barclay returned on board, with a few impressed Men.

Saturday

26th. July

Pleasant and agreeable weather, with some few showers of rain.

At 11 P.M. we passed through the Grand Bocca with all our Convoy, except the Express, who did not make her //f. 40v appearance till 10 A.M.

This afternoon we had the spectacle of a complete and beautiful Rainbow; which we received as an happy Omen.

Sunday

27th: July

Fine pleasant and agreeable weather.

At 4½ P.M. the Express joined the Convoy.

At 9 passed the Testigos Rocks.

At 7 A.M. we passed the Frayles Rocks, and soon after, the Town called Ciudad,[[10]](#footnote-8) in the Island of Margaritta [sic!], appeared in sight. At 8 we could perceive the Town of Pampaterre, and the Ford fired three Guns, as we supposed the signal of Alarm. At 9 we were off the Town, and the Express and schr. Dispatch, being sent to reconnoitre the Fort fired five guns at them; all of which fell considerably short, and was more of a Gasconade than any thing else.

Monday

28th: July

Pleasant and fresh Breezes with fair weather.

At 2 P.M. came to anchor off the Island of Coche which lies between Margaritta [sic!] and the main, and is the usual resort of a vast number of Fishermen during the fishing Season. It appeared that // f. 41 some Spanish Agents had been on the Island, and carried of most of the inhabitants by persuading them that the General’s object was plunder and rapine; and they being a poor miserable and ignorant People were easily deluded.

At 8 P.M. we got under weigh, after having procured a few recruits.

Tuesday

29th: July.

Light winds and fair weather inclining to calm. Making the best of our way to the westward, keeping a good Offing to avoid been seen from the shore.

At 6 P.M. the Island of Tortuga bore about North distant 9 Miles.

Wednesday

30th: July

Light winds with fine agreeable weather.

At 8 A.M. Cape Codera bore S.S.E. distant 10 Leagues.

Thursday

31st: July

Pleasant and agreeable weather.

At 9 A.M. the Island called Great Rocca bore N.E[.] by E. distant 10 Leagues, and several of the smaller Rocca’s within a few Miles of us. // f. 41v

Friday

1st. Augst.

Pleasant Breezes and fine weather.

At 7 A.M. Point Tucacas was nearly abreast of us, distant about 10 Leagues.

Saturday

2d: Augst.

Fresh Breezes and agreeable weather.

At 1 P.M. a Ship and schooner were discovered at anchor under the Land, and the signal was made to chace [sic!]. At 2 the strange sail got under weigh, and made several signals which were not understood. Towards sun set the chace [sic!] was given over, and we made the best of our way for La Vela de Coro. At 1 A.M. came to anchor near the Isthmus of Paraguana, through a great error of the Pilot, who had orders to anchor the Ship close under the Batteries of La Vela.

At 4 A.M. Colonel Comte de Rouvray with the first division of Troops, left the different Vessels in order to proceed to La Vela, distant about 7 Miles to windward.

At 9 the Brig Express, who was sent to reconnoitre, returned in company with H.M.S. Bacchante[,] Captn. James Ricd. Dacres, who informed us that the schooner, which was with him when we chaced [sic!], was the Gipsey[,] Lieut. David Boyd. Captn. Dacres very politely ~~effected~~ afforded every assistance with his Boats, which was readily accepted. // f. 42

Sunday

3d: Augst

The whole of this day it blew a gale; so that our Boats could not attain their destination as was expected; but were obliged to defer it till this Morning at 4 A.M. when they succeeded in obtaining possession of the Fort and Town together with 20pces: of Artillery. Our force consisted of about 80 Men, and that of the Enemy about 300, besides several hundred Indians. We had three Men wounded on this occasion.

At 11 A.M. the General accompanied by several Officers landed at La Vela de Coro, which we found totally deserted, except some few Indian Families.

Monday

4th: Augst.

At 10 P.M. The General with all his Troops, and a party of about 80 Seamen and Marines under the Command of Lieut. T. H. Bedingfield of the Navy, forming in the whole about 300 Men with two pces: of Artillery; proceeded to the City of Coro distant 13 Miles, and arrived there at 4 O[’]clock in the Morning, without meeting with a single obstacle.

On drawing the Troops up in the square opposite the Gaol, and alarm was given by our advanced Guard firing upon some Persons escaping from the Gaol; this // f. 42v induced a belief that we were attached, and before a proper explanation could take place, some of our People in the rear fired upon those standing near the Prison, and very unfortunately killed one of our Men, and wounded six others: among the latter were Lt: Coll: Kirkland and Mr. Fitzwilliam.

We found this City almost totally deserted, the few Families that remained were chiefly Emigrants from Santo Domingo.

[на полях:] NB. The preceding Articles are noted down in Nautical Time, but what follows is kept in Common Time.

Tuesday

5th. Augt:

to Thursday

7th: Augt.

These days were employed in endeavouring to procure the return of the inhabitants to their Homes; but all our measures proving ineffectual, and no resources of any kind being found in the City, it was determined to evacuate it, and return to La Vela.

At 10 O[’]clock at night we left Coro, and arrived at La Vela the following morning, without meeting with any occurrence worthy of notice.

Friday

8th. Augt.

This day the General sent dispatches to Adml. Cochrane, by H.M. Schr. Prevost[,] Lt: Stout.

Saturday

9th: Augt:

Nothing remarkable occurred in the Garrison this day.

Sunday

10th: Augt.

The General forwarded dispatches to Sir Eyre Coote and Admiral Dacres [the Governor, and Commander of the Naval Forces at Jamaica] by Captn. Ledlie in the schooner Dispatch to Aruba, and from thence Captn: // f. 43 Captn. Ledlie proceeded to Jamaica in H.M. Brig Raposo[,] Captn. Colin Campbell.

Monday

11th. Augt.

This day came to an anchor H.M. Schooner Gipsey[,] Lt. Boyd, last from Aruba.

Lieutt. De Sene on an Expedition beyond Carizal for Mules and Provisions, brought in a Spanish Prisoner, but did not succeed in the object of his Mission.

We perceived the Enemy collecting in force around us; and a Troop of about 20 Horsemen, drove a watering Party from the squadron to their Boats, and obliged them to leave their Casks behind.

Tuesday

12th: Augt.

Early this Morning Captn. Johnston of the Leander, went on shore at the watering Place; about 2 Miles from Town, with an intent to ambush the Enemy; but he had no sooner landed, than he found himself completely surrounded by a large Body of Indians and Spaniards, and was obliged to yield to their very superior force; /supposed to be 1000 Men/ before any assistance could reach him. 15 Seamen shared his unfortunate fate.

Wednesday

13th. Augt.

This day a Council was convened by the General; and it was resolved in consequence of the reduced state of the Garrison, /203 Men/ and the impract[ica]ability of procuring water for the squadron, without running great // f. 43v risks from the advantageous Position of the Enemy; it was determined to evacuate the Town of the La Vela, and orders were given to that effect. At 10 P.M. the General and suite embarked on board the Lilly, and at 12 the whole of the Forces were on board: although we had been much impeded by a very violent rain.

Thursday

14th. Augt:

The early part of this day was employed. preparing the Vessels for Sea; and some Boats were sent on shore to spike one or two Guns, which the preceding day was omitted. At Noon we got under weigh, and shortly after fell in with H.M.S. Bacchante[,] Captn. Dacres.

Friday

15th. Augt.

At 1 P.M. we came to anchor at the Island of Aruba, and were employed watering. The schooner Gipsey left in the preceding night to cruize off Curaçao.

Saturday

16th: Augst:

to

Sunday

31st: Augst:

Sunday 17th: the General and suite, came on shore for the purpose of residing on the Island until our departure; which[,] it was determined[,] should not take place, till we heard from Jamaica & Adml. Cochrane.

Tuesday the 19th.. H.M.S. Bacchante sailed on a cruize. The same day the General issued a Proclamation, taking Possession of the Island; but at the same // f. 44 time left the Civil authority in the Hands of Mr: Van der Brook, who holds his appointment of Commandant from the Dutch Governor of Curaçao , named John Changuion.

Thursday the 21st: a Camp was formed on shore near the watering Place, and the Troops were landed from the different Vessels. Several Officers and Men were ill, with Fevers and other disorders. This night Serjt: Russell of the N.A. Infantry died of a Fever.

Sunday the 24th: At 9 P.M. a Ship of War was observed coming to anchor, supposed to be the Bacchante.

Monday the 25th: At 8 A.M. Captn. George Sayer of H.M.S. Galatea and Lieutt. C.C. Fitch of H.M. Schooner Grooper, waited on the General with dispatches from Rear Admiral Cochrane at Tortola.

This day died the Serjeant of Marines belg: to H.M.S. Lilly who was one of the wounded, at the attack of La Vela.

Tuesday the 26th: This day at 11 P.M. died Lieutt: Green of the Artillery much regretted by all who knew him.

Wednesday the 27th: Mr. Simon Prince of this Island[[11]](#footnote-9), sailed on a private Mission to Curaçao. // f. 44v

Saturday the 30th: died a Private of the name of Paris; recruited at Barbadoes[.]

Sunday the 31st: arrived H.M. Schr: Gipsey[,] Lieut. Boyd: he gave us the pleasing intelligence, of the honourable acquittal of Colonel Smith and Mr: Ogden at New York.

Monday

1st: Sepr:

to

Tuesday

9th: Sepr:

Tuesday 2d: Sepr. died a Private named Warner, a recruit from Barbadoes.

Thursday 4th: Sepr: at 3 P.M. sailed H.M. Schooner Gipsey[,] Lieut. Boyd for Jamaica.

This day arrived two Danish schooners from Santo Domingo, one of which was bound to Maracaibo, the other to St. Thomas’s, both forced in here from stress of weather.

Friday 5th. Sepr: died Mr: Shaw[,] Lieutt. and Quarter Master of the North Amn: Infy:.

Saturday 6th. Sepr: arrived H.M. Schooner Gracieuse[,] Lieutt. [John B.] Smith from Jamaica and Rio de la Hacha. Also a Danish schooner from Kingston to St: Thomas’s put in here in distress, she brought Jamn: Papers of the 20th. & 21st. Ultmo. Containing London intelligence to the 7th: of July.

Sunday 7th. Sepr: arrived a Danish schooner from Jamaica & St. Jago de Cuba bound to St: Thomas’s.

Tuesday 9th. Sepr: arrived a Danish sloop from Jamaica to St. Thomas’s: she spoke a Felucca Privateer off the North End of this // f. 45 this Island, and was in the act of going on board when a Brig, hove in sight, and induced the Privateer to sheer off.

Wednesday

10th. Sepr:

to

Monday

22d Sepr:

Arrived a Danish schooner from St. Thomas’s bound to Maracaibo, detained by H.M. schooner Gracieuse.

Friday 12th: Sepr: arrived a Danish sloop from Jamaica bound to St: Thomas’s.

Saturday 13th. Sepr: arrived H.M.B. Ferret Captn. the Honble: George Cadogan; having on board Captn. Ledlie with dispatches from the Governor and Admiral of Jamaica to the General. Captn. L. left Port Royal the 24th: of Augst:, and brought no news later than we were in possession of; having previously to his arrival learnt the failure of his mission, by the Kingston Papers. The Ferret sailed on a cruize without coming to anchor.

This day died Mr: D’Jary, a french Printer who had joined us at Trinidad.

Tuesday 16th: Sepr: arrived a Danish schooner from Kingston to St. Thomas’s.

Saturday 20th Sepr: Mr. Fitzwilliam with dispatches for Adml: Cochrane, and for England; sailed this day in the Brig Express. Coll. Wm: Gage Hall went passenger in her for the benefit of his Health.

The Galatea and Grooper sailed on a cruize.

Sunday 21st. Sepr: Arrived H.M.S. Elephant, Captn. George Dundas; Seine, Captn. David Atkins; Pickle schooner, Lt. D. Callaway; with dispatches from Adml. Cochrane to the General. The Grooper returned with the above Vessels.

Monday 22d. Sepr: Sailed the Grooper with Dispatches for Adml. Cochrane. // f. 45v

Tuesday

23 Sepr:

to

Thursday

25th: Sepr.

[Tuesday 23rd Sept.] Sailed the Schr: Pickle with the General’s Dispatches for England; also H.M.S. Elephant for Jamaica. Arrived the Hermaphrodite Brig Echo from Jamaica, nothing new.

Wednesday 24th: Sepr. Arrived 2 Brigs from Jamaica, also H.M.S. Alexandria, Captn. the Honble Edward King, from a cruize.

Thursday 25th: Sepr: Mr: Simon Prince arrived in a Danish schooner from Curacao, without having succeeded in his mission. In the Evening the General, with Colonel Gaston Count de Rouvray, Lt. Coll. Smith, Captn. Cañero and myself; embarked on board H.M.S. Seine[,] Captn. David Atkins, in order to proceed to Trinidad. The other Officers and Men were also embarked on board the different Vessels, for the same purpose.

Sailed H.M.S. Alexandria on a cruize; also H.M.S. Lilly, Brig Attentive, schrs: Mastiff, Bull Dog, and Dispatch, for Trinidad, by the South Channel.

Friday

26th: Sepr:

Late. 12°.51’.

At 7 A.M. H.M.S. Seine got under weigh, with the Leander Commanded by Lt. Droyer of the R.N.; and the schooner Trimmer, all for Trinidad by the North Channel.

The General, Coll. de Rouvray, and Lt. Coll. Smith, were accommodated by Captn. Atkins in the Cabbin, Captn. Cañero and myself were accommodated in the Gun Room, by the following Officers; Lieutts: Wm: Nicholson, Lewis Cross, Thomas Henry Lloyd, Edward Denison [the Master], John King, [Purser] and J. G. Schuler, Doctor.

Wind from E.N.E. to E.S.E. At 4½ P.M. took the Leander in tow. // f. 46

Saturday

27th. Sepr.

Late. 14°.7’.

Fresh Breezes and clear weather. Wind from East to E[.] by S.

Sunday

28th. Sepr.

Late. 15°.25’.

Moderate Breezes and cloudy. Wind East to E.S.E.

At 8 P.M. lost sight of the schr. Trimmer.

Monday

29th. Sepr.

Late. 17°.1’.

Moderate Breezes and cloudy. Wind East to E.N.E. At 5 P.M. wore ship and stood to the S.E.

Tuesday

30th. Sepr.

Late. 17°.3’.

Fresh Breezes with squalls. Wind East to E.N.E. At 8½ A.M. wore ship to the Northward. Saw the schr. Trimmer astern. At 6 P.M. wore ship to the Sd:

Wednesday

1st. Octr.

Late. 17°.21’.

Fresh Breezes and cloudy with frequent squalls. Wind East to E.N.E.

At 6 A.M. wore ship to the Northward. At 6 P.M. the centre of Mona Island bore N.N.E[.]¾E. distant 5 or 6 Leagues. At 6¼ wore ship to the Southward.

Saw a strange schooner. The schr. Trimmer not in sight.

Thursday

2d. Octr.

No Observon:

Moderate Breezes and cloudy. Wind from E.S.E. to N.E[.] by E. At 6 A.M. saw the Land. At 8½ wore to the Southward. At 11 [A.M.] cast off the Leander. At 11¼ tack’d to the Nortward. Cape Roxo, Porto Rico, bore N.E[.]¾ E. distant got 10 Leagues.

Friday

3 Octr.

Late. 17°.34’.

Light Breezes and cloudy. Wind E.S.E. to E.N.E. At 6½ P.M. tacked to the Northd. Cape Roxo N.E. by N. distant 4 Leagues. // f. 46v

Saturday

4th. Octr.

Late. 17°.37’.

Moderate and cloudy. Wind E[.] by S. to E.N.E.

At 9 A.M. saw a Brig steering along shore, and a schooner on the weather Beam. At 3¾ P.M. tacked to the Southward.

Sunday

5th: Octr.

Late. 17°.30’.

Light Breezes and cloudy. Wind E.N.E. to E.S.E.

At 5 A.M. saw a strange schooner.

At 9h.15m. Boarded the schooner Farmer of Philadelphia, Captn. Johnston; last from St. Thomas’s bound to Campeachy.

At 11h.15m. tacked to the Northward.

At Noon the S.E. Point of Porto Rico S.E[.]½E. distant about 12 Leagues.

At 6h.40m. P.M. tacked to the Southward.

The Dead Chest; Porto Rico, bore N.N.E.½ E. 9 or 10 Miles.

Monday

6th. Octr.

Late. 17°.21’.

Light Breezes and cloudy. Wind from N.E. by E. to East.

At 11h.30m. A.M. tacked to the Northward.

At 7.10. P.M. tacked to the Southward.

The S.E. Point of Porto Rico N.E.½ N. 6 or 6 Leagues.

Tuesday

7th. Octr.

Late. 17°.36’.

Light airs inclining to calm. Wind East to E.S.E. Tacking ship occasionally.

At 6h.10m. P.M. the S.E. Point of Porto Rico bore N.N.E.½ E. 6 Leagues distant.

Wednesday

8th. Octr.

Late. 17°.45’.

Winds light and variable. Winds from N.  by W. to S. by W.

At 2½ P.M. took the Leander in tow.

At 3 the West Point of Biegue, or Crab Island [Vieques], bore N.N.E. distant 7 Leagues. // f. 47

Thursday

9th: Octr.

Late. 17°.18’.

Light airs and cloudy. Winds from North to N.W.

At 2 A.M. saw the Island of Santa Cruz.

At 3½ P.M. the East Point of Santa Cruz bore N.N.W½ W distant about 8 Leagues.

Friday

10th. Octr.

Late. 17°.6’.

Light winds, inclining to calm, from N.W. to N.W. by W.

At 8 A.M. saw the Island of Saba N.E.¼ E. 11 Leagues distance.

Saturday

11th: Octr.

Late. 16°.50’.

Light Breezes. Winds from N.N.E. to N.W. by W.

At noon the center of the Island of Saba bore N.½ W. 15 or 16 Leagues – the center of Nevis N.E. by E[.]¾ East.

Friday

12th: Octr.

Late. 16°.39’.

Light airs and cloudy, Winds variable.

At 1 P.M. sent the Jolly Boat to speak a strange sail, which proved to be a Bark from Bristol to St: Thomas’s.

Monday

13th: Octr.

Late. 16°.37’.

Light Breezes and cloudy, Winds variable.

At 8 A.M. the S. Point of Montserrat E.½S. 9 or 10 Leagues distant.

At 6 P.M. the N.W. Point of Guadeloupe bore E.S.E.

Tuesday

14th: Octr.

Late. 16°.19’.

The early part of this day nearly calm, with the Wind E.S.E.; the latter part Light Breezes from N.E[.] by E. At 6 P.M. the center of Montserrat N.E½E. 11 Leags: and the South Point of Guadeloupe E.S.E. 2 strange sail in sight.

Wednesday

15th: Octr.

Late. 15°.34’.

Pleasant Breezes. Wind from East to E.N.E.

At Noon the S. Point of Guadeloupe N.E[.] by E. distant 12 Leagues. N.E. Point of Dominica E.½N. 2 sail in sight. // f. 47v

Thursday

16th: Octr.

Late. 15°.27’.

Light airs inclining to calm. Wind Vble:

At 6 P.M. Scot’s Head Dominica bore S.E. by E.½E. and the N.E. Point E. by N.½N. 10 Leagues distant. The center of the Saints Islands, bore N.E.½N.

Friday

17th: Octr.

No Obsevon:.

Moderate Breezes and cloudy. Winds from E.N.E. to E.S.E.

At 6½ P.M. Prince Rupert[’]s Head Island of Dominica bore N.E. by E.¾E. distant 8 or 9 Miles. At 8½ spoke the Nelly armed schooner from Roseau to St. Kill’s.

This day I had the pleasure of observing for the first time, the rise and progress of that remarkable Phenomenon called a Water Spout.

Saturday

18th: Octr.

Late. 14°.50’.

The early part Moderate Breezes, the latter part light airs. Winds Variable.

At 6 P.M. the N.W. Point of Martinico bore E.½.N. 8 Leagues. Saw several sail during the day.

Sunday

19th. Octr.

Late. 14°.18’.

The commencement of this day light airs[,] the latter part fresh Breezes. Wind East & E. by N.

At 7 A.M. off the Town of St. Pierre’s.

At noon the Diamond Rock. N.E. by E.¼E. 11 Leagues.

Monday

20th: Octr.

Late. 13°.\_’.

Fresh Breezes and cloudy Wind E. by S. and East[.]

At 6 P.M. the N. Point of Grenada S. by W. 7 Leags.

Several strange sail in sight.

Tuesday

21st: Octr.

No Observon.

Fresh Breezes and squally with rain.

Wind E. by N. to E.S.E.

At 6 A.M. sent our Boat on board H.M. // f. 48 Brig Grenada[,] Lt. Barker, who informed us that the Admiral had returned from Trinidad to Barbadoes: It was therefore determined to go to Grenada and learn the news; and from thence proceed to join him. Lt: Mr. Kirdy [sic! Kirby] late of H.M.S. Heureux took his passage on board the Seine, in order to join the Flag Ship. At 3½ P.M. cast anchor in St. George’s Bay Grenadá [sic!], and soon after went on shore with Colls. de Rouvray and Smith, and returned on board in the evening.

Wednesday

22d Octr.

No Observon:.

Light Breezes and cloudy Wind East to E.N.E.

At 9½ A.M. weighted anchor and made sail for Barbadoes, with the General[,] Colls. de Rouvray and Smith. The Ship Leander, with all the other Officers and Men, was left at Grenada; in order to proceed without delay to Trinidad; and there wait the General’s further Orders. On getting under weigh the Leander fired a salute of 13 Guns, which was turned by 11 from the Seine. Lieutt. E. F. Dwyer who lately commanded the Leander, took his passage on board the Seine for Barbados.

Thursday

23d. Octr.

Late. 13°.7’.

Light Winds from East to E.N.E.

At noon Kingstown, St. Vincents, bore E.¼N. 8 or 9 Leagues.

Friday

24th. Octr.

No Observon:.

Fresh Breezes and cloudy. Wind East to E.N.E.

At 2 P.M. the Sugar Loaves St. Lucia bore E.S.E. 8 Leagues. Saw 2 strange Ships.

At 8½ spoke the American Ship Starbroke [Starbroek?] // f. f 48v one day from Barbadoes, bound to Turks Island.

Saturday

25th: Octr.

Late. 15°.15’.

Fresh Breezes with repeated squalls of Wind and Rain. Wind East to E. by S.

At 8 A.M. the South Point of Dominica bore W. by S.½S. distant 4 Leagues.

At 4 P.M. the N.E. Point of Mariegalante N. by W. and the N.E. Point of Dominica W.¾N. distant 8 Leagues.

Sunday

26th. Octr.

No Observon:.

Fresh Breezes and squally weather: Wind from E.N.E. to N.E. by E.

A Man fell overboard, but was picked up by the Jolly Boat.

Monday

27th: Octr.

Late. 14°.12’.

Fresh Breezes and squally. Wind East to E.S.W. Spoke an american Brig from Barbadoes bound to St: Kitt’s.

Tuesday

28th: Octr.

Late. 14°.51’.

Fresh Breezes and squally. Wind E.S.E. to S.E. by E. Found the Fore Mast sprung in three Places.

Wednesday

29th: Octr.

Late. 14°.58’.

Fresh Breezes and cloudy. Wind S.E. by E. and S.E.

Thursday

30th: Octr:

Late. 14°.5’.

Fresh Breezes and pleasant weather. Winds East to S.E. by E.

Saw several strange sail, and spoke the ship Rebecca of Sandwich from Barbadoes to Wilmington. At 9 P.M. spoke the schr. Ann of Norfolk from Barbadoes to St. Thomas’s. Saw Land from the Mast Head.

Friday

31st: Octr.

Moderate Breezes. Wind East.

At Day light saw Barbadoes on the weather Bow. At 3 P.M. came to anchor in // f. 49 Carlisle Bay, where we found Admiral Cochrane in the Northumberland, besides several other Vessels of War. At 6 P.M. went on shore, and having met with Mr. Fitzwilliam, I accompanied him on board the Flag Ship to see the General.

Saturday

1st: Novr:

to

Tuesday

4th: Novr:

During this Period nothing very material occurred, except the determination of the Admiral and General, to send Coll. Count de Rouvray to London, with dispatches for Ministers; for the purpose of obtaining immediate succours, or a categorical answer respecting their intentions.

At 6 P.M. on this latter day, the General with Coll. Smith embarked on board H.M.S. Melville[,] Captn. John Ferrieres for Trinidad.

Mr: Fitzwilliam and myself having delay’d too long on shore, could not join the General that Evening, but were fortunate enough to get on board the schooner Cumberland, [who was going down under Convoy] where we passed the night. The next Morning Captn. Ferrieres being informed we were on board, very politely sent his Boat for us.

For the short time we remained at Barbadoes the General resided on board of the Northumberland, and Coll. Smith and myself lodged at the Jamaica Coffee House. // f. 49v

Wednesday

5th: Novr:

to

Saturday

8th: Novr:

No Event of consequence happened during our passage, which was very pleasant and agreeable. We passed the Boccas with our Convoy, consisting of a Ship, Brig and schooner, during the night – And on the 8th: at Noon came to anchor at Port of Spain.

The General soon after went on shore and took up his Quarters at the House of Lieutt: Briarly of the R.N.

[до конца страницы пусто]

// f. 50–f. 52 – пребывание на Тринидаде, пропущено

F. 53

Journal and Remarks on board the ship

British Queen Captn. Robt: Gilbert

from Trinidad to Bristol.

1807

Saturday

24th: Octr.

Embarked this day on board the above Ship, in company with General Miranda and Mr: John Downie, to join convoy at Tortola; under the protection of H.M.S. Port of Spain, Captn. Wm: Stewart.

Ship Molly for Liverpool in company.

At 9 P.M. passed the Bocasses.

Sunday

25th: Octr.

Late. 11°.46’.

Light Winds and fair weather.

At Noon Grenada bore N.E. by N. 8 Miles.

Monday

26th: Octr.

Late. 13°.34’.

Pleasant Breezes and fine weather.

At day light saw the Island of St. Vincent[’]s.

Tuesday

27th: Octr.

Late. 13°.49’.

Light Winds and fair weather.

At Noon saw the Island of St. Lucia bearing E[.]½S: distance 15 Leagues.

Wednesday

28th: Octr.

Late. 14°.47’.

Light airs and fine weather.

Thursday

29th: Octr.

Late. 16°.2’.

Light Breezes with fine weather.

Friday

30th: Octr.

Late. 17°.32’.

Fresh Breezes and fine weather.

At day light the Island of Saba bore N.E. by N. distant 6 Leagues.

Saturday

31st: Octr. //

Light Breezes and fair weather.

At // f. 53v

At 6 P.M. passed through the Passage of Ginges and Peter’s [sic!] Islands to the anchorage off Tortola. At 7½ came to anchor; and found the Convoy for England had not yet arrived. H.M.S. Bellisle, Rear Adml: Sir Alexr: Cochrane, Ethalion, Circe, and Melville were lying in the Roads.

Sunday

1st: Novr:

This Morning at 7½ the Admiral sent his Barge for the General, who soon after went on board the Flag Ship, and afterwards proceeded together on shore.

Monday

2d. Novr:

The General returned on board this Morning, but soon after left us to join the Admiral, and from thence proceeded on shore; lodgings having been taken for him at the Admiral Nelson Hotel, belonging to Mrs: Hodge.

Tuesday

3d. Novr:

This Morning I felt the ship British Queen to join the General on shore. About Noon Count de Rouvray arrived from Barbadoes in H.M.S. Alexandria, and waited on the General.

Wednesday

4th: Novr:

to

Sunday

15th: Novr:

During this Period remained on shore.

On the 8th: I went on board of the British Queen to remove the Baggage and Stores to H.M.S. Alexandria[,] Captn. Nathaniel Day Cochrane, ~~to~~ in which Vessel the Admiral prevailed on the General to take his passage for England, on account // f. 54 account of his Personal safety.

On the 15th: the General slept on board of the Flag Ship. – Mr: Downie and myself embarked on board of the Frigate.

Monday

16th. Novr.

At Day break the signal was made for the Convoy /consisting of 31 Sail/ to get under weigh. At Noon they bore away for Signal from H.M. Brig Netley, who lead them through the Channel. At 1 P.M. the General came on board; the Frigate soon after got under weigh, and proceeded to join her Convoy. Captn: Dd: Campbell late of H.M.S. Pert, was Passenger with Captn. Cochrane, and several Naval and Military Officers[,] Passengers with the Officers of the Ward Room.

Tuesday

17th: Novr:

Late. 19°.12’.

Longe. 65°.2’.

Pleasant Breezes and fair weather, but rough Sea.

The Netley and Convoy in company.

Wednesday

18th: Novr:

Late. 19°.50’.

Longe. 64°.48’.

Light Winds and fine weather.

Thursday

19th: Novr:

Late. 20°.15’.

Longe. 64°.47’.

Fresh Breezes and cloudy weather, accompanied with rain. // f. 54v

Friday

20th: Novr:

Late. 20°.58’.

Longe. 65[°].\_

Light Winds and fair weather.

Saturday

21st: Novr:

Late. 21°.57’.

Longe. 65[°].4’.

Light airs and fine weather.

The Netley’s signal was made to speak the Commodore; about 5 P.M. Lieutt. [space left] came on board, when Captn: Cochrane delivered him sundry Letters and Dispatches, with orders to return to Tortola.

I wrote Fitzwilliam by this Opportunity.

Sunday

22d: Novr:

Late. 22°.35’.

Longe. 65°.11’.

Light Winds and fair weather.

Monday

23th: Novr:

Late. 23°.7’.

Longe. 65[°].11[’].

Light Winds and pleasant weather.

2 Vessels of the Convoy missing.

Saw a strange Sail.

Tuesday

24th: Novr:

Late. 23°.18’.

Longe. 65°.28’.

Calm[.]

Wednesday

25th: Novr:

Late. 23°.28’.

Longe. 65[°].33[’].

Pleasant Breezes and fair weather.

Saw a strange sail to Windward.

Thursday

26th: Novr:

Late. 24°.19’.

Longe. 65[°].55[’].

Pleasant Breezes with fine weather.

2 more of the Convoy missing, one of which was the British Queen.

Friday

27th: Novr:

Late. 25°.29’.

Longe. 65[°].39[’].

Pleasant Breezes and fair weather.

The Sloop Mary, bound to Newfoundland[,] parted company by permission from the Commodore. // f. 55

Saturday

28th: Novr:

Late. 26°.24’.

Longe. by Lunar Observation 66°.43’.

Longe. by Acct. 65°.43’.

Light winds and cloudy weather.

One of the sick died, and was committed to the deep about Sun set.

Sunday

29th: Novr:

Late. 26°.15’.

Longe. 64[°].53[’].

Light winds inclining to calm, with fine weather in the early part of this day, the latter part strong Breezes and heavy Sea.

,,Oс точкой посередине луны 65[°].48[’].

Monday

30th: Novr:

Late. 26°.16’.

Longe. 63[°].55[’].

Fresh Breezes with rough Sea, and fair weather.

Tuesday

1st: Decr:

Late. 26°.2’.

Longe. 63[°].15[’]. ,,Oс точкой посередине луны

64[°].10[’].

Wednesday

2d: Decr:

Late. 26°.47’[.]

Longe. 63[°].59[’].

Light winds and fine weather.

One more of the Convoy missing.

Thursday

3d: Decr:

Late. 27°.50’.

Longe. 64[°].24[’].

Light airs with the fair weather.

This day the ship British Queen rejoined the Convoy.

Friday

4th: Decr:

Late. 28°.3’.

Longe. 64[°].7[’].

Light Breezes and fair weather.

Saturday

5th: Decr:

Late. 29°.4’.

Longe. 63[°].56[’]. 2 P.M.

62[°].52[’].

Fine fair Winds and weather.

Sunday

6th: Decr:

Late. 30°.32’.

Longe. 61[°].19[’].

Fair Wind and weather.

The latter part strong Breezes from the N.W. with heavy Sea. // f. 55v

Monday

7th: Decr:

Late. 32°.\_’.

Longe. 59°.28’.

Do. obsd. 60°.37’.

Strong Breezes and squally weather, with a rough Sea.

Spoke the Ship Pomona, 8 days from New York bound to Guadeloupe; who informed us that the dispute between England and America was amicably adjusted.

Tuesday

8th: Decr:

Late. 33°.4’.

Longe. 57[°].42[’].

Obsd. 58°.51’.

Moderate Breezes and fair weather.

One of the sick died. Saw a strange Vessel bound to the Southward.

One more of the Convoy missing.

Wednesday

9th: Decr:

Late. 33°.30’.

Longe. 57°.29’.

Light Breezes and fine Weather.

Saw a strange sail steering to the Southward.

Two more of the Convoy missing.

Thursday

10th: Decr:

Late. 33°.28’.

Longe. 55°.36’.

Obsd. 56°.45’.

The early part of this day light Breezes inclining to calm, the latter part fine Breezes from S.W.

At 10 A.M. Captn. [оставлен пробел?] of the Ship Otter came on board and informed the Commodore his ship had sprung a leak, and requested the Carpenter might be sent on board to examine it; this was complyed [sic!] with, and the Carpenter on his return reported to Captn. Cochrane, that the smallest Gale would endanger the lives of the People, as she must inevitably founder; there being no possibility of stopping the leak. Mr: Phillips /the Master/ and Lieutt. White, accompanied by the Carpenter, went together on board, and after due examination confirmed the above report. A Signal was made for all Boats, and they were // f. 56 were ordered to attend the Otter, to save such articles as could conveniently be come at, previous to her being destroyed. Captn. Cochrane acoompanied by Captn. Campbell attended this operation, and sent from on board the Otter sundry Packages of Indigo, Cotton, and Elephants Teeth, with part of her Crew. At 5 P.M. she was set on fire, and afforded us a spectacle awfully grand.

Friday

11th. Decr:

Late. 34°.43’.

Longe. 54°.29’.

Obsd. 55[°].38[’].

Fresh Breezes and fair weather.

The latter part of this day it blew a Gale from the S.W. with a heavy Sea: we scud under bare Poles, in order to keep company with the Convoy.

Saturday

12th. Decr:

Late. 36°.35’.

Longe. 52°.49[’].

Obsd. 53[°].58[’].

Strong Breezes with fair weather.

One of the Convoy missing. Saw a strange Sail.

Sunday

13th: Decr:

Late. 37°.41’.

Longe. 50[°].54[’].

Moderate Breezes and fine weather.

Two more of the Convoy missing.

Monday

14th: Decr:

Late. 39°.5’. D.[ouble] Al.[titude]

Longe. 48[°].54[’].

Fresh Breezes and fair weather.

Two more of the Convoy missing.

Tuesday

15th: Decr:

Late. 41°.7’. D[ou]ble Alte.

Longe. 46[°].25[’].

Strong Breezes and fine weather, but rough Sea and cloudy atmosphere. // f. 57v

Wednesday

16th: Decr:

No Observon:

Late. 42°.11’.

Longe. 43[°].16[’].

This day it blew a Gale from N.W. with frequent showers of Hail and Rain, and very high Sea. Nine of the Convoy only in sight; one of which had a signal of distress flying, and was answered by the Commodore; but we could neither speak him, or afford him any relief on account of the very great Sea, which would not admit the Boats to be hoisted out.

Thursday

17th: Decr:

Late. 42°.58’ D.R.

Longe. 40[°].18[’].

Continuation of the Gale with the Wind from the S.W. and rain. Scudding under bare Poles. At Noon none of the Convoy in sight. One of the sick Men died.

Friday

18th: Decr:

Late. 43°.30’.

Longe. 37[°].20[’].

This day the Gale encreased [sic!], with the Wind from the Northward, accompanied with frequent showers of Hail, and very high Sea. The Ship lying to under a trysail.

Saturday

19th: Decr:

Late. 43°.12’.

Longe. 36[°].38[’].

Moderate Breezes and cloudy weather with rough Sea. Saw a Sail to Nd:.

A sick Man died.

Sunday

20th: Decr:

Late. 44°.15’. D.R.

Longe. 33[°].19[’].

Moderate Breezes with Rain and Fogs.

Monday

21st: Decr:

Late. 46°.49’.

Longe. 30[°].28[’].

Strong Breezes and cloudy weather. // f. 58

Tuesday

22d: Decr:

Late. 48°.4’.

Longe. 31°.10’. by Lunar Observation

27°.41’. D.R.

Pleasant Breezes with remarkable fine weather.

Wednesday

23 Decr:

Late. 49°.2’.

Longe. 26°.49’. O c точкой, знак луны?

23°.18’.

Fresh Breezes and fair weather.

Thursday

24th: Decr:

Late. 49°.20’. D.R.

Longe. 19°.2’. “”

Fresh Breezes with rain and hazy weather.

One of the sick died.

Friday

25th: Decr:

Late. 49°.10’. D.R.

Longe. 14[°].37[’].

Pleasant Breezes and variable weather.

Another of the sick died.

Saturday

26th. Decr:

Late. 49°.32’[.]

Longe. 11°.34’.

Fresh Breezes and fair weather.

Sounded but got no bottom.

Sunday

27th: Decr:

Late. 49°.2’.

Longe. 9[°].20[’]. ЗНАК ЛУНЫ?

Strong Breezes and fair weather.

At 8 A.M. spoke Transport № 3 from Falmouth bound to [space left] who informd us that Scilly bore E. by N.W. 4 Miles distant.

3 other Vesseld in sight. At 4 P.M. got soundings in 80 Fathoms. Lying to part of the Night, and frequently sounding.

Monday

28th. Decr:

Late. 49°.26’.

No Observon:

Longe.

“” 5°.46’

This day it blew a Gale from the S.W. with heavy Sea, Rain and hazy weather.

Lying to part of the Night, and frequently sounding. // f. 58v

Tuesday

29th: Decr.

Late. 49°:49.

Continuance of the Gale and weather during the early part of the day. At 7½ A.M. saw the Land, which proved to be the Lizard distant about 4 Miles. At 8½ we experienced a most violent squall of Wind, Hail and Rain. At 10 the Wind shifted to the Westward and blew with unabated violence, but clear weather.

At 4 P.M. we were abreast of the Start Point.

Wednesday

30th: Decr:

Fresh Breezes and clear weather.

At Day break we were close in with the Isle of Wight. At 9 A.M. received a Pilot and at 11 A.M. anchored at Spithead.

Thursday

31st: Decr:

Strong Breezes with showers of Rain.

At Noon the General went on shore to the George Inn Portsmouth, and at 3 P.M. I did the same.

Names of Officers & Passengers @ (??) Alexandria.

Captn. Nathaniel Day Cochrane.

1st Lieut. Edmund Nagle.

2d. “” Edward John Harrington.

3 “” John Parson.

Master Thomas Phillips.

Surgeon Farrington

Lieut. of Marines Campbell

\_\_\_\_

Lieut. White\_ R.N. // f. 59

Lieut. Benn R.N.

“” Stewart “”

“” Hall “”

“” Dowers Royal Marines

Captn. Quill of the Army.

Lieut. Reader “”

“” Little “”

// f. 59v–63 – пустые

1. Проверить, не в цинге ли дело? [↑](#footnote-ref--1)
2. \* of 187 Tons, pierced for 18 Guns but carrying 16 nine Pounders. [↑](#footnote-ref-0)
3. \*\* Captn. Gardner and two or three others jumped overboard in order to rescue him from a watery grace, and in doing so, without concert or judgment, endangered their own lives and increased our anxiety; because the Vessel was carried along by a strong current, and they were swimming about in different directions:– fortunately all were saved. [↑](#footnote-ref-1)
4. Для Molini нужно это отдельно сказать –т.е. англизированный он. [↑](#footnote-ref-2)
5. Перед Аустерлицем?! [↑](#footnote-ref-3)
6. Здесь вложен небольшой листочек, тем же почерком, но торопливее:

   Joseph Covichichi arrived at La Vela de Coro in a Danish Schooner on the 12th. of April 1806. – from St. Domgo. // On the 17th of Sepr. 1806 G.M. positively agreed with Captn. Sayer to embark the following day for Trinidad. – [↑](#footnote-ref-4)
7. [На полях:] An Order was left to the Commrs to embargo the Vessels for 8 days; to prevent the Enemy from receiving any intelligence of our operations. [↑](#footnote-ref-5)
8. Все есть в статье в Wikipedia! [↑](#footnote-ref-6)
9. \* [On the margins:] I presume the french [sic!] Adml. is named Willaumez. [↑](#footnote-ref-7)
10. Town called Ciudad – странно, он ведь знает испанский, поскольку работал с текстом прокламации Миранды? [↑](#footnote-ref-8)
11. 8 Johannes Hartog об этом пишет?? [↑](#footnote-ref-9)