Saturday, Feb. 27th
To day very fine, one fife and one drum reported 6 day for duty. Received a letter from E. W. P. also read a letter from J. W. A. C. from Wilmington went ashore in afternoon stayed ashore all night.

Sunday, Feb. 28th
A returned on board this morning. A very fine day wrote fine letter one to J. W. P. 17th R. M. F. J. D. B. J. M.

Monday, Feb. 29th
This morning raining mailed my letters went ashore in the afternoon, visited Benjamin G. and Mr. H. M. Sawyer remained ashore in afternoon.

Tuesday, March 2nd
I returned on board this morning at 8 bells all right Dr. Fox returned from Boston he is detached from the "Hazard" and ordered to the "Minnesota" as fleet Surgeon of the North Atlantic Squadron. It began to snow about 7 1/2 O'clock and continued to snow all day. Our galley chimney took fire this morning and there was considerable commotion among the men extinguishing it.

Thursday, March 4th
This morning clear and cold. Received a letter from J. W. A. containing one from home bearing date Jan. 16th all well, they received one from me this is the second one that I have received.

Thursday, March 5th
A very fine day. We are still lying off the yard uncertain what is to be done with our unbound sail.

Friday, March 6th
A fine clear day, went ashore, received a letter from E. W. R. Heard of the arrival at Cambridge of Edgar Miller, visited Mr. A. M. L. wrote to J. W. R.

Saturday, March 7th
A very fine day, to day I finished packing up Dr. Fox then both some of his things to the "Clearer" Shaw. In the afternoon I both the remainders of his things to the "Clearer" house.
Monday, March 9th

This morning arrived on board at five bells. Found that a draft of one hundred men came on board last evening also that they had up steam ready to move the ship out from the yard. After all things were ready, at ten o'clock two Tugs came along side and we moved out from the yard after hauling in almost every direction, we came to anchor of Wall Street Barly about two o'clock, we then made ship. We are again settled until the next order comes from Washington.

Thursday, March 10th

To day a very fine day. There is a Edward Frigate off the way at that distant from us with an unpronounceable name we can now see a great deal that is hanging in the Harbor. Received a letter from J.P. R.

Friday, March 11th

To day very fine. We took in our store of shot and shell, and shrapnell in the Evening.
I went ashore and passed through some of the wealthy streets of Brooklyn. I called upon Mr. B, and then I went to Plymouth Church. (Rev. H. W. Beecher.) Listened to a very good lecture by George Thompson of England. I remained ashore all the night.

_Saturday, March 12th."

I returned on board at 7½ o'clock. A very fine day, we held stores both deck and otherwise regulate the ship all hands were stationed in their respective divisions. In the evening we were called to quarters for the first time in two months.

_Sunday, March 13th."

To-day a splendid day, Quarters at 2 o'clock. About 8 o'clock it commenced to rain and blew very hard, it lasted about an hour. When it cleared of as clear as it was before, about 8 o'clock this evening we had quite an excitement in consequence of the Master making store room to change fire from cold to light, left burning it by one of the boys, as we are to have a party tomorrow we are busy preparing for it, the officers will enjoy themselves but the men cannot even get ashore.

_Chiustrday, March 14th."

To-day was a lovely day, the Border boat came alongside about 9 o'clock, and we commenced to take in Border as we intended to have company to-day. I was obliged to go to New-York after some of the Indispensables when I was leaving the ship, the Band from the "North Carolina" came on board. I returned about 12 o'clock to find quite a number of ladies assembled and dancing going on, we now made preparation for the funchier, which passed off finely, when dancing was again resumed which lasted till four, when the Band left the company remained later, and the last did not get away until about five, so end our trouble of to-day. I received a letter from Mr. B, Mrs. Hall quite well. The Water boat came alongside and we both aboard to supply the chesapeake.
Tuesday, March 15th

This morning was clouded and quite cold, about eleven o'clock it commenced to rain also, it changed to snow, it snowed about 2 hours, then it finely cleared off, I went ashore and went to a concert at fleet street church, by Chadlam Greenfield (the Black Swan) I visited Mrs. B. and Mrs. L. I accompanied Mrs. L. from the concert quite cold, I remained ashore all night.

Wednesday, March 16th

This morning I went to the supply store and got our stores thus came down to the way to return on board, here I took an unintentional bath. The ladder that we had placed along side of the way, for our convenience of getting in and out of our boats, the ladder had become coated with ice, and as I descended the ladder to the boat, I slipped from the ladder into the river, I was rescued by the boat crew, it was very cold, and my face and clothes became coated with ice. Soon got on board and changed my clothes in the evening, I felt quite unwell from the effect of my bath, I received a letter from Mr. M.R.

Thursday, March 17th

To day being St. Patrick's day there is lively times among the Irish portion of our crew, orders came on board for the ship to be ready to proceed to sea, in search of the Italian ship of the sign, the Galantina, reported to have been passed in a sinkling condition, on the 7th inst. we commenced preparations accordingly we began to bend on sail and masts, shrouds, also got aboard a supply of wood, also got up steam and otherwise prepared for sea, wrote to Mr. M.R.

Friday, March 18th

All hands were called at 3 bells after taking breakfast, they commenced to bend on sails and got up the fore anchor, tooled aboard our stores, the pilot came on board about 11 o'clock, at 11 o'clock, we commenced to take up the starboard anchor.
James Thompson was discharged, his time having expired, we secured anchor and started for sea about 2 1/2 O'Clock. After passing Sandy Hook we passed several vessels inward bound about five P.M. we discharged the Pilot we now are one more on the Boundless deep, blowing quite fresh the ship rools heavily, the greater portion of our crew, being seamen, on their first cruise there is a large number of them sick, you can see them trying to get forward by crawling and helping each other, they do not like their first feelings of a seafaring, after night we set our foretopmast staysail fore and Main sail and Fore-top sail, matting ten knots our course lay to the Eastward.

Saturday, March 19th.

Not blowing as strong as yesterday, steering E.N.E. about about ten O'Clock, about a sail on our Starboard beam, we now set our Fore and Main Segalant Sails.

and all our Fore and aft sail except the main Top, 20 minutes to 1 O'Clock. While the Ship Sailed Southward of and from Boston, for New Orleans at 1 1/2 O'Clock a sail reported on our Port bow, passed the sail (a Brig) at 6 O'Clock, took in sail, steering at night E.N.E.

Sunday, March 20th.

Quite moderate wind ahead until after 12 O'Clock, when it hauled on our Port Quarter. Set all our square sails, making about 8 knots, pass a Barque to the Starward at sunset another sail on our Port Bow about 8 1/2 miles to windward about 11 O'Clock, passed some heavy gales.

Monday, March 21st.

The sea quite calm, the sky clouded and pleasant our course lay E.S.E. about 9 O'Clock made out a Steamer on our Starboard bow, we gave chase but she ran away from us, ship rooling heavily.
Tuesday March 22nd

Very cloudy. Our course lay to the S.E. it tried to rain several times during the day we only carried our Fore Trysail and Fore Topmast. Sail. Ship rolling very heavily.

Wednesday March 23rd

Very cloudy, with strong winds from south west about 4 bells A.M. it commenced to rain very hard we could not show our Hanse inside of the Setttings. Seal running very high the blow increased to a gale under double reef Main Top sail shifted several Seas over our bow. I was really amusing to see the Landsman trying to keep their feet handy at one sigh for their home they have left, to become a sailor. The gale increases.

Thursday March 24th

Blowing furiously from S.W. last night, about 11 o'clock shipped a tremendous Sea which carried away two of our fore mast boats (8th and 6th Cutters) filled the

Steering and Engine room with water. at the

Fire Topmast Trysail and Fore sail (closed Reel) the Comodore at the wheel, about 10 bells another heavy sea, we shifted several, until after daylight, when it moderated a little, but still blowing a gale, one of the Coal heavers was severely injured last night by the coal falling upon him. At ten o'clock steering S.S.E. we secured the remaining boats by putting top Siffle to the Davids, to day we sent down our main. Gallant yard, and mast in lowering the mast it was accidentally broken at the after noon we shook the reef out of our Fore sail, and set the Fore try sail we took the Sun all noon and found that we were a great distance out of our course this evening about 6 bells our Main try sail parted, the wind is more moderate. But Avery heavey choping sea is running. Our course day S.S.E. we lost one of our Bells boat the wirten, and had a general smash up of cargo.
Halyard rafts our Main Deck wet. Tow and Aft wind and all our Main Deck hatchets flattened down. Steering at night East by North.

Friday, March 25th.

A very fine day, light wind with a heavy sea running west. 40 fathoms, Westerly. Mast still steering S.W. by W. we have 40 fathoms to day at 11 o’clock, and obtained 45 fathoms and again at 10 o’clock, and we also got 45 fathoms.

We have been on the Banks of the Newfoundland for the last three days. Steaming at night & day, we also sent down to day our William, Begallant yard and Main: the heavy clouds rising all around the horizon with belteens another storm.

Saturday, March 26th.

Cloudy with a slight drizzle of rain, very light wind and a heavy sea running. S.E. S. E. about ten o’clock we changed our course W.N.W. steering homeward. It was reported that we passed an iceberg last night, but I did not have an opportunity of seeing it being a fog at the time raining very hard, all day carrying to night our First sail, First jib, fore staysail, main staysail, First jib, and Main top sail.

Sunday, March 27th.

The morning was very fine until about 10 o’clock when commenced to rain quite hard we steering to the N.W. with all sail set until about 4 bells P.M. when A sail was reported on our Port beam: the wind blowing from that direction we were obliged to fuel sail in order to give chase, but night coming on we lost sight of the stranger, we again changed our course so as to get our First and Aft Sails to bear and stood on our course homeward some of the boys reported a Whale this afternoon but I did not get A sight.

Monday, March 28th.

This Morning cloudy and raining with a fresh breeze from the Eastward we averaged last night.
Eleven Knots, the wind increasing and at 12 Oclock we were making 14 Knots, we carried all sail up to 1 Oclock; then it became necessary to tare in our Fore-stay sail, and to tare a double reef in our Main and Fore topsails, the at this time increasing to a Gale, and the seas running very high, at 3 Oclock P.M., our Fore-stay sail was carried away, when it became necessary to tare in all sail except the Fore and Main topsails, we were making at this time 15 Knots, with her engines. About two bells we made a schooner on our starboard, we passed close by him but could not speak him on account of the gale. The "Chagare" passed him as if he was standing still, we now began to ship seas as night comes on the seas began to Mount higher about 5 bells, our Main topsail gave away, all the evening we stood on our course before the wind, under sail alone. Sailing faster by five knots than we could steam, but the Gale has helped us.

On we tried to furl our Fore sail, but we only could get it clewed up and let it remain.

Tuesday March 29th.

All last night we went before the gale under double reef Fore-top sail and fore Staysail, our Main and Top sail, has blown to ribbons all our Foresail, the Gale still blows fresh and the seas running very high we shifted several things through the night, and one seal filled the Ward Room with Water. I have got done carefully last night it was worth something to be upon the Deck, although there is so much danger in a storm there is something very sublime in one to hear the roar of the Storm, the hissing of the Waves, the whistling of the Sijjins, and the Cannon Fire, report of the Bow sail and above all this the sound of the Boatwain's Pipe, all adds to the grandeur of the scene, for there is something grand in a storm, all night with eager eyes both Officers and men faced the Deck watch.
ing our Esnails, feeling in a measure secure as long as we could carry sail at all. It has stood through the night, there to no sign of the stand plating all the galley fire is out, and nothing to eat is the cry, and almost nothing to wear for account of the water, dined out fair sun and wrote the mists, that we may proceed on our course and all be saved. I continued to blow until about 3 O'clock in the afternoon, when it moderated, enough to enable us to send men aloft to remove the remainder of our Main Topsail, and to set a new one in its place. Our course lay at right S.W. by W. off the sail was secured and spread to the breeze, Greg was served out to all the seams, and was taken with a relish.

Wednesday March 30th.
The wind now clear this morning, but it was not long before it hid itself behind the hurrying clouds that obscured the horizon at this time, and we had alternately sunshine and rain during the day. We removed the remains of our Esnails, and made everything snug to day Greg Money was served out to all hands. I took up a subscription to assist in sending a case of Papi (the Angel Affrican) to the Island soldiers of the Army of the United States. Very little winds, but it seems as if the ship has learnt to hold so well that she cannot stop. proceed and we with some difficulty, that you can keep things in their places. We had Fair wind until late in the evening when the wind shifted its position to change, and for some time it did not blow from any particular direction until 8 O'clock, when it settled dead ahead, where we were obliged to take in all sail.

Thursday March 31st.
We still have the wind ahead and as it blows from the southward it might be fine, if we did not need to very bad. So day was the counterpart of yesterday. In regard to the changes of the weather, we had that wind until about four O'clock when the wind
hands on our beam, and we got our Fore and Aft sails set about this time. A sea was reported on our Port Bow. She was a schooner but night coming on we did not attack her. Friday April 1st 1844.

This morning cloudy and easterly we took the wind on our beam carrying our Fore and Aft sails until about 8 O'clock, when the wind had abated and we were obliged to take in sail at daylight. There was a sea in sight, but by 12 O'clock we counted 22, land was reported early this morning. After dinner they polished deck, and squared yard, and otherwise put things in order. At 6 O'clock we made the Highland Light, we shifted several times to late Soundings. Late this evening, set all our Fore and Aft sails, which helped us along. A great deal, we took aboard 4 Ship at 7 O'clock, and bore down for the Bar.

Saturday April 2nd

Went anchor of the Bar about 1 O'clock last night, but got under way by 3 O'clock, we passed about another Pilot, this morning, and crossed the Bar by 6 O'clock. By 11 O'clock we passed through the Narrows and anchored of Wall street ferry at half past eight. Today while laying to, our ship, we lost one of our anchors and sixty fathoms of chain. Two of our Ensigns, Messrs. Hoff and Thrainger, is ordered to return to the Naval Academy, and two others mess, chews, ordered to the South Atlantic squadron and Blatte, to the north Atlantic squadron.


Sunday April 3rd

Not being so stormy yesterday we could not move.