Tues. July 25th

At Flushing, fine day. We hope soon to be on our way home, boarding ship.

Weds. July 26th

At Flushing, fine day. Coasting ship. About 7 bells the "Keanage" arrived, some of our Officers returned from Angleterre.

Thurs. July 27th

At Flushing, fine day. We are daily expecting to sail for the States. We received a mail from the States, with the news of the burning of Barnum's Museum.

Fri. July 28th

At Flushing, fine day. Nothing of importance. We are in the south of the Sound (on fire) for the sum of 123,000. what a price.

Sat. July 29th

At Flushing. Blowing quite hard all day. Received a letter from Anvers. wrote to Oth, return of the Admiral.

Sun. July 30th

At Flushing. Blowing quite fresh. We had inspection about 4 bells. Service serious about 5 bells. About 7 bells, the Admiral signalled...

As we were to be off, we were soon all confusion and excitement. Started fires. Brought to on the cable, immediately there everything stood until about 6 bells when the welcome cry from the Boatmen Make of All Hands Up, Ancher for Home, and soon the shrill sound of the Boatmen's Pipe with the sharp notes of the fife, and the hams of the horn and climbing of the Captain all told that we were soon to be placing the deck on our homeward course, we passed behind about 6 bells 5. M. and bid adieu to the Scheldt.

Mon July 31st

This morning at sunup we entered the Straits of Dover. We swift steaming and attempted to beat down the Channel but after making one or two tacks and did not gain any, we about ship and stood up to the Downs, where we anchored off Deal, the Commodore, and several of the Officers went ashore. I was on shore in the evening, returned aboard about 8 O'clock, raining alternately all day.

Tues. Aug 1st

Off Deal, blowing quite fresh, and cool about 4 bells, the Commodore returns. We immediately began to up anchor where for we know not where.
as soon as the Anchor was secured; all hands were called to make sail, we lasted course down the Channel under sail alone, we have been tacking all day gaining but little headway.

Weds. Aug. 2.

English Channel, we tacked all night and to day until about 12th. Oclock, when we came to Anchor off. Sargasses as we could not gain headway blowing quite fresh from the westward. we go altering towards home very slow.

Thurs. Aug. 3rd.

Off Sargasses still blowing quite strong from the westward last night we were visited by an officer of the Coast Guards, who offered to take letters, we got General Invoice to day about 11 Oclock, we sent up Royal orders, thus we Anchor, and make another trial to get down the Channel we stand away on our port tack towards the coast of France.

Fri. Aug. 4th.

English Channel, we stood on our port tack all night, this morning about 2 bells, we attempted to about ship, but the mixed strips, and we were obliged to square away on the same course, to day there was an auction selling off

the Pearson's things, he desired last at puppy, we kept up our port tack until about 3 bells when we hauled and stood off on the Starboard tack.

Sat. Aug. 5th.

Standing in the Channel we have made several tries during the day, but yet is a long way from the Atlantic. Breezy winds are the rule nowo days I feel very unwell.


English Channel wind still ahead, laying very hard to get out out into the Ocean, but yet we are obliged to beat about in the Channel. we had Inspection and Quarantine at 7 bells, and Divine Service at 8 bells. we also have had several showers and upon the whole we can call it a wet day, we have been瓶rrelling about here and have not been able to get through but well we know that is no fault of old Tom, it looks like we shall have a very long passage home, oh! for the shores of the Ohio River.

Mon. Aug. 7th.

English Channel, morning rainy with a continual west wind, it seems as if we are going backward, for at noon to day we were opposite the same point on last evening. Oh! for a change of wind so
This being our eight day in the Channel, we are now close up to Lands End. Off the west coast of England. The morning we were close up to Lands End, and about 9 bells. We rounded the End and steered away for St. George’s Channel evidently bound for some part of Ireland, where we hope soon to arrive having only been twelve days from Newfoundland. We hoisted full sail and steered north and about 3/4s. we found a reef in our spars, we are traveling very slow, the Commodore is evidently not in at great hurry.

Thur. Aug 16th

At St. George’s Channel we made land on the S.W. coast about 2 bells. We then stood the Channel at short distance and turned down again, and about 7 bells we hoisted a reef. We made land about 9 bells, and stood off and on all day about 1 1/4 bells. We are just getting time to paint ship. I suppose that we will try to make her look as well as we can. We had the report confirmed to day that there is an accident to the Atlantic Cable. Being a little at leisure and nothing to read I amuse myself by overhauling my correspondance.
St. George's Chanel, Jan. 12th

Last night the Pilot told us that it was reported that President Johnson had been assassinated and this morning the Commodore, sailed in for Queenstown. To learn the truth of the report we anchored about the entrance of the Harbor. at 13½ O'clock we immediately went ashore and glad are we to state that there is not truth in the report what ever. we heard of the loss of the Ceylon Steamer "City of Glasgow." By fire at Sea on her passage from the state. we also heard again that there is something the matter with Telegraph cable as there have not had any communication with the "Great Eastern" for several days. The people are very glad to see the ship return. but quite sorry that we are not goin to remain during the evening we had several showers of rain.

Sat. Aug. 12th

Queenstown. All hands were called about 2 bells to captain and by 3 bells we were steaming out of the Harbor. Rainy and Blowing quite fresh. we called all hands to make sail and as soon as we were clear of the Harbor. we quit steaming and began to thrill about until about 10 O'clock. it began to blow quite fresh.

Sun. Aug. 13th

Saw two Ceylon Steamer at 3½ O'clock, at a distant we stood off and on. all day until about 3½ O'clock. when we discharged the Pilot. and stood down the Chanel. we struck Sheet cables Below; and we hope that we shall not have any further use for them this cruise.

Mon. Aug. 14th

Off Dungaven, all hands were called about 3½ bells. and after performing our morning evolutions, all hands were called to ship. At about 2 bells. we then stood out to sea. we saw two Ceylon Steamer at 3½ O'clock. we stood off and on. all day until about 3½ O'clock. when we discharged the Pilot. and stood down the Chanel. we struck Sheet cables Below. and we hope. that we shall not have any further use for them this cruise.

Tues. Aug. 15th

At Sea. bound to the southward. we carried a couple of decks in our Topsail all night. until about 11 O'clock. a day when the wind hands a bit and all hands were called to make sail. we then stood out the reefs, and out Legallon sails. we then went along finely until about 5 O'clock, then it began to blow quite fresh and we were
Thurs Aug 17th

We are steering south west, half west, with a good wind. About three points true, we carried all night our fore and aft sails, fore and main sails, topsails, and topgallantsails, and about 4 o'clock when we took in Royals and topgallantsails, as it began to freshen up and came on thick the mist soon passed away when we again sat topgallantsails, we have taken down our fore topgail, and made preparation to carry topsails. They are paying good attention to drill both, before and after noon. It is drill, drill, drill, we are going along quite well averaging about 8 knots, if we could only have our propeller we could make some speed. The ship that has been in company with us, for the last three days, ran away from us this evening. But she is hastening to St. Malo, while we are only sloothing about.

Fri Aug 18th

We are getting into warmer latitude it is quite warm below decks, the perspiration with the least exertion. And it was comfortable with an over coat. A day or two ago we only needed that article all night, we are nearing the coast of
Spain. We have lost the good wind that have befriended us for the last four days, and we were like a painted ship upon a painted ocean; towards evening it began to freshen up, and we began to move slowly along we have seen a sail upon our starboard beam all day, to day we eat. Main tops and fore-top-mast staysails which alter the looks of the ship. A great deal. Oh for a sail, it is now near three wheels; since we had a sail and we hope soon to be able to taste our thoughts on our loved ones without the aid of the sail arrangement.

18th Aug. 1747

Off Cape Finestra, we have been beating all day our sails hang idly from the yards and only move to flap against the mast and hang to the motion of the ship. We get up steam about 6 bells and stand until 7 bell 0'm. when being clear of the cape we again gave over ourselves to the motion of the sea all the afternoon. The highlands of Courna are visible. Since we had the adventure with the Stonewall. By the way, we have heard that the Stonewall have been surrendered to the United States by Spain. There have been a general clearing all day it is quite warm and hazy, we think that we shall have wind enough soon we may expect to fetch just some day or other this is a long passage, just thrilling time.

June 26th

We have not gone far from our point of yesterday we are just moving through the water, trying to beat against it head wind which seems to be the rule since leaving Flushing with three days exception. We had quarters and inspection at 10 o'clock and下发 service at 10. O'clock. I have been steaming all day and an oil skin is quite comfortable. We have tacked ship several times but apparently we remain about the same point. If our passage home be against contrary winds as much as the from Flushing to Cadiz. We may get there somewhere about the close of the year. That goes harder we have the power to go but cannot use it oh! for an accident.

Nov. 21st

We are still beating against bad winds this morning about 4 bells. A steamer signaller to us and passed us steering the same direction as we are going. She was soon far ahead of us about 7 bells. They started the Engine and continued
streaming all day, we are able to keep our course about 9° ESE. We were able to set our fore and aft sails. We averaged about 7 knots the hour. There is some prospect now of getting into port at least during the week. The state of the engine keeps us with hope. About sunset there were a few in sight on our weather beam and the steamer far in the distance ahead.

** Tues Aug 22**

We have been steadily streaming all day. But we have not been able to make more than five knots the hour. For we have a head wind blowing quite fresh and raining all day. We fear that we shall not be in port on the morrow as we have kept below decks. We are almost suffocated and on the upper deck you must get wet from the rain, but the rain is the most comfortable of the hot.

** Weds Aug 23**

We are off Boston about four bells. We could see the light, running close along shore this morning. We had inspection of baggage and piring knives and we expect to get into port on the morrow. And right anxious are we at the prospect of we shall look anxiously for letters from home here we are still on this side and will remain for some time.

** Thurs Aug 24**

We passed Cape St Vincent last night. In the last fog watch, the wind veered around from ahead to aft, we immediately set all our sails that muffled; drove carried them through the night yesterday and to day have been very fine weather so warm that we will be able to wear white during the first time in six weeks. We made the city of Boston about 7 A.M. and came to anchor in the harbor about 4 P.M. about 4.30 clock we found here the ship Hannibal Gaunt. There were also in port two Spanish frigates and one schooner Italian gun boat. We received a mail but not a line did I receive, no one favored me with a remembrance.

** Fri Aug 25**

Badly, very warm. This morning as soon as all hands were called, we set oars and as soon as we had breakfast we began to take our provisions from the store ship. We are also to take coal here. We sails from here direct to the State. To day we received a mail. I received two papers dated April 3d and 6th from G.M. also an Anglo dated July 22nd.
At Cadiz, quite warm. Last night we made preparation to coal ships, but the coal did not arrive; however this morning the coal came and we were soon had at work. Calm and we heard there that the "Colombo" have returned to the state.

Chin. Aug 21st

At Cadiz, very warm. We could ship all night and continued all day, we expected to sail this evening. But not getting a supply of coal we were forced to remain one day longer. We had prayers at 3 bells. There was great confusion getting everything ready and second for the morning, lightly the most of the day.

Mon. Aug 22nd

At Cadiz. Could ship all night, the Pilot was on board last night, but we were not ready to sail. We finished coaling about 2 bells. We immediately got anchor and stood out to sea. About 6 bells we discharged the pilot and did course to Cork. We took under sail. 8 bells and went about. 1 bell 8 bells. We were quite well and sailed. 1 bell 10 bells and stuck them below that looked like crossing the great Western. About 6 bells we were able to get our Fore and Aft sails.

At Sea. Homeward bound, we were favored with a good E. Wind. This morning we sat square sail and with steam we went. We had about 12 bells we quit steaming and just on all the canvas that we could spread, with sternsails below and aloft about 8 bells. Afternoon it began to blow quite fresh when we both in our stern sails as a precautionary measure we are going about 8 1/2 knots the home, and only hope for a continued wind and we soon shall meet our friends at Home.

Thurs. Aug 23rd

At Sea. Fine weather, we still have a fair wind and are going about 8 knots. We are not steaming at all or for all well.

Thurs. Aug 24th

At Sea. Fine weather. Very calm, the sky is full of flying clouds. But, we hope the wind will not leave us yet. At 12 bells we were going 10 knots. The storms to day we put sails:

Yes night about 7 bells. First watch we came very near being down by a clipper ship, all on the account of the incompetency of the officers in charge of the bell.