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Territory of Florida
County of Monroe
City of Key West

James Bancroft Mas.
ter of the American Brig. Susquehanna of
New York of the burthen of Two Hundred
and Seven Tons or thereabouts declares to
have sailed from the Port of New York on
Tuesday the 10th day of December 1839 having on
board an assorted cargo of Merchandise
bound to Key West. It Marks. In experienced
heavy weather on the passage suffering damage
and Loss he enters this his note of Protest to
be extended when and where he may think
proper so to do

J Bancroft

Done before me this
27th Dec 1839

A. Patterson

Not Pub

Territory of Florida
County of Monroe
City of Key West

Victor Constant master of the
Schooner of Boston of the burthen of Eighty Tons or there
abouts declares to have sailed from the Port of Havana Cuba
on the 25th day of Dec 1839
having on board a Cargo of Coffee & fruit bound to New Orleans.
In experienced heavy head winds and weather very
bad put into Key West for a Harbour where we
arrived on Friday at about One O'clock A.M.
suffering damage and Loss he enters this his note
of protest to be extended when and where he
may think proper so to do

Victor Constant

18th 2

Shanty of Florida
County of Monroe
City of Key West

Item James Mas-
ter of the American Ship Franklin of New York
of the burthen of Three hundred & thirty six tons
or thereabouts declares to have sailed from the
Port of Havana ^{Cuba} on Monday the 18th Inst having
on board a cargo of Sugar bound for Coives and
a market. On the 21st the ship commenced leaking,
badly. run for Charleston ship worked very much
and found we could not carry sail on a wind and
that ship a float on 22 changed our course
again and bore up for Havana on the 26th
at about 4 O'clock a m struck on Cayford
reef where the ship lay for about 6 hours.
Three cutboats about 200 Boys Sugar and
succeeded in backing the ship off leaking
still worse run for Key West it being the
nearest Port where we arrived on Monday
the 30th Inst at about 4 O'clock P M fearing
damage and loss he enters this his note of Protest
to be extended when and where he may think Proper
to do

Done before me this
31st day December 1839

Edwin Farwell

J. Patterson
Not Pub

Thursday 27th Dec 1839 Moderate Breezes & Clear weather. Midnight Light baffling wind & Hazy latter part Strong Gale and Rainy weather Ship in very leaky Condition keeping on pump constantly at work going Saturday 28th Strong & Increasing Gale & Cloudy weather at 4 PM furled fore Topsail and Staysail Spanker at 8 AM wore ship to the north at 10 do San Juan Key Light bearing E by N. Moderate strong Gale & Clear weather at 2 AM wore moderate set fore Topsail 1st & mainsail at 6 do set whole Spanker and hauled 2 reefs out the Toppails at 8 made all sail turning Reef out main Toppail tore it so bent it and bent another latter part Brisk Breezes & Clear weather Ship Leaking at the rate of 1200 Shakes per Hour at 10 saw the Land on Florida Shore

Friday 29th Commences fresh Breezes and clear weather and continues until the 30th when at midnight we bore too close to the eastward at 5 filled away made all sails at 7 made Local Key bearing N. by N. at 10 AM took a Pilot at noon made Key West Light 9 miles

Monday 31st December Commences moderate Breezes and Clear weather at 5 PM came to Anchor at Key West. And the said appears do further legally declare and attest that the said ship at the time of her departure upon her said intended voyage was tight staunch and strong her hatches well and sufficiently caulked and covered and was full and sufficiently manned and provided with all things needfull and necessary for for the said intended voyage, and that the said appears

and Ship's Company did then utmost end
envious to preserve the said Ship and
the Goods of her Lading from damage
& loss.

Eben. Furwell
Edward Ginn
John B. Brown
James ^{his} Lloyd
Henry ^{much} Wells

And therefore the said Eben Furwell, Master
of the Ship Franklin of New York, did declare
and protest, and by these presents doth solemnly
protest against all and every person or persons
whom it doth shall or may concern, and doth
declare that all damages losses and detriments
that have happened to the said Ship and the goods
of her Lading, are and of right ought to be borne
by the Merchants, Freighters, Insured, and all others
concerned by way of average or otherwise, the same
having occurred as before mentioned, and not by or
through the inefficiency of said Ship, the neglect of
said appraiser, or any of his Mariners, This done
and protested at Key West, this Third day of January
in the year of our Lord one thousand eight hundred
& Forty.

L. P.

In testimony whereof I have hereunto
set my hand and affixed my seal
of office the day and Year first above
written -

Alexander Patterson
Not Public

Eben Farwell Master, Edward Gin mate
John B Brown second mate, James Lloyd and Henry
Wills seamen, all of the aforesaid Ship Franklin of
New York being duly and severally sworn on the Holy
Evangelist of Almighty God, do depose and say, that
the foregoing instrument of Protest hath been clearly
and distinctly read over to them, the said deponents
to; and that the matters and things therein ~~set forth~~
contained, are just and true in all respects as
the same are therein particularly alleged & de-
clared and set forth.

In testimony whereof I have
hereunto set my hand and seal
of office at New York this Third
day of January in the year of
our Lord one thousand eight hun-
dred and Forty

Alexander Patterson
Not Public

L. S.

21
Sunday 1st Nov
City of New York
City of New York

Yugamie King Master
of the Schooner Langer of Ellsworth Maine of the
Burthen of One hundred and Twenty Five Tons.
or thereabouts. declares to have sailed from the
Port of Boston on Saturday 21st day of December 1854
last ~~first~~ having on board a Cargo of Lumber
Bound to Galveston Texas on Monday 23 day of Dec. Expe-
rienced a very severe gale of wind ^{has of} lost back
Load Boats Rigging of Onboard also ^{boards} the dge anchor
Eight square sail ~~XXXX~~ Mainsail Foresail & 1st
mainsail badly chaffed. Tanyard badly chaffed
on both sides. Stanchions on Starboard ^{side} carried
away and other material injury. Put into Key
West for Repairs where we arrived on Wednesday
the 8th day of January about 8 O'clock A.M.

Leaving Damage and Loss he enters this
his note of Protest to be extended when and where
he may think Proper so to do. Benge King
Done before me this 9th
day of January 1855
A Patterson

Not Pub

To the Consuls of the Port of Key West
William Malcom Ship Master Gilbert Beebe
Sail maker & Samuel Brown Captains
Sent

You are hereby authorized and
requested to repair alongside and on board of
the Schooner Langer of Ellsworth Maine
Yugamie King Master now lying at
the wharf of J. A. Brimley Esq. in Key West
and particularly examine & survey the

but the vessel having sustained
damage as reported to me while prosecuting her voyage
from Boston to Galveston Texas and make your re-
port to me in writing under oath

Given under my hand this
Ninth day of January 1840.

Alexander Patterson
Notary Public

The undersigned Wardens for the Port of Key West duly commissioned and
sworn together with William Malcom Ship Master Gilbert Beebe Sail Maker
and Shubael Brown Ship Wright. In compliance with an order to us directed
from A. Patterson Esq. a Notary Public at Key West Jan'y 9th 1840. Repaired
the schooner and on board schooner Tanager of Ellsworth Maine Tanager
Ship Master to examine her hull Spars Sails &c. She having sustained
damage while prosecuting her voyage from Boston to Galveston and Texas

Report we find the mainsail foresail Sails and
Squaresail badly split and chaffed. Keage. Header Drifts Stem
Boat & Long Boat gone Spare rigging Squaresail boom and part of
the deck load gone We therefore order the aforesaid Schooner
furnished with a new mainsail foresail Sails and Squaresail, Keage Header
Drifts Stem Boat Long Boat four Coils Cordage Squaresail Boom &c. and
that the old sails be sold at auction for Benefit of whom it may con-
cern Again on the 22nd Inst repaired on board and found every
thing furnished with exception of Keage and Long Boat neither
of which can be procured at this Port, the Schooner being furnished
with every thing enumerated above, we recommend that she proceed
with all possible dispatch to her port of destination

Given under our hands at Key West this
22nd Day of January 1840.

P. J. Fontane
Francis Watlington Wardens

William Malcom Ship Master
Gilbert Beebe Sail Maker
Shubael Brown Ship Wright

29
United States of America
Territory of Florida
County of Monroe
City of Key West

By this Public Instrument
of Protest and Declaration

It is known and made
Manifest unto all whom it doth shall or may
concern that on the fifth day of January, on the
year of our Lord one Thousand Eight hundred and
forty personally came and appeared before me
Alexander Patterson a notary Public duly Commissioned
and sworn for the Territory & County aforesaid Benj^m
King Master of the Schooner Tangier of Elsworth Maine
of the burthen of One hundred & Twenty five Tons
or thereabouts who made before me the aforesaid
Notary a note in entry of Protest in due form

And on this Twenty second day of
January ^{same year} again came and appeared before me the
aforesaid Notary the said Benj^m King Master Eben
Young Mate Samuel Suggett & James Gilbert all Seamen all
of the aforesaid Schooner who being by me the afore
said Notary solemnly and severally sworn on
the Holy Evangelist of Almighty God do depose and
say that they set sail on board the Schooner Tangier
at the Port of Boston on Saturday the Twenty first
day of December Eighteen hundred & Thirty nine
having on board a cargo of Lumber and bound
for Galveston Texas and that nothing occurred worthy
of note until Monday the Twenty third day of
December Commences with fresh Breezes and Cloudy
the weather looking dirty at 8 P.M. furled the Squ. Sail
and Top Gallant sail and Reaped the Topsail, at 3 P.M.
blowing fresh Gale Crew Reaped the fousail and ballance
reaped the Main sail at 4 P.M. Gale Increasing and Sea
Running Sharp took in the Topsail and came too well

the Ballance Reefed mainsail & the Reefed foresail at 6 Gale still
Increasing and blowing Squally, at 11 Pm split the foresail and I hauled
him down & furlled it, she still appeared to lay safe until Jan
sea struck the Starboard fore rigging that being the weather side
taking over board both Boats Part of Deck & some Rigging
Keys and Hauler & 6 Oars. The Hauler was badly chaffed
the boards then being piled up from 5 to 6 feet high in the lee Rigging
gave the vessel a bad List to Starboard. cut the main Haulgais and
let the mainsail run down, set part of the Stb and kept her off
before the wind under Bar poles it blowing a tremendous Gale
and sea boarding more or less. all hands employed in cutting
and clearing wreck to get her in trim sails and rigging chaff
ing and sea washing away the Lumber.

Thursday the 24th commences with tremendous heavy
gales & sea running sharp boarding more or less & washing away
Lumber. sails & Rigging still chaffing and Ship laboring hard
at 10 Pm Gale began to abate at 12 Midnight set reefed Topsail
at 5 a.m set the Squaresail found it badly chaffed and Low
wind quite moderate but some squally. at 12 noon day
set whole Topsail & Top Gallantsail calculating to put into
the first Port the wind would permit, from this day to the 5th
day of Jan. as per Log nothing material occurred

and on this day the 5th of January at 2 Pm
took a Pilot off Key West Light and proceeded into
the Harbour of Key West. where we arrived at 8 Pm
and came to anchor it being the first Port we could
get into since the disaster before mentioned occurred

And the said appears do further sever
rally declare and attest that the said Schooner
Luzifer at the time of her departure from the aforesaid
port of Boston was tight staunch and strong
her hatches well and sufficiently caulked
and covered and was full and sufficiently

Manned and provided with all things needful and necessary for the said Intended Voyage and the said apperances and ships company did their utmost endeavours to preserve the said Schooner and the goods of her Lading from damage and Loss

Benja^d King

Ober, young,

Samuel Suggett

James Gilbert

And therefore the said Benja^d King Master of the Schooner Tanager of Ellsworth Maine did declare and Protest and by these presents doth solemnly Protest against all and every Person or Persons whomsoever it doth shall or may Concern and doth declare that all damages Losses and detriments that have happened to the said Schooner and the goods of her Lading are and of right Ought to be borne by the Merchants Freighters Insurers and all others concerned in any manner whatsoever by Way of charge or otherwise the same having Occurred as before mentioned and not by or through the insufficiency of said Vessel the neglect of said Apperances or any of his Mariners

This done and Protested at Key West this Twenty second Day of May One Thousand Eight hundred and forty

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In testimony whereof I have hereunto set my hand and affixed my Seal of Office at Key West any and year first above written.

Alfred Patterson

Attest

Benjn King Master Elm young mate Sam Sigeeto
and James Gilbert Seaman all of the aforesaid
Schooner Tangier of Ellsworth Maine being duly
and severally sworn on the holy Evangelist of Almighty
God as aforesaid and say, that the foregoing Statement
of Protest hath been clearly and distinctly read
over to them the said deponents and that
the matters and things therein contained are true
and true in all respects as the same are there-
in particularly alleged declared and set
forth

L.S.

In testimony whereof I have
hereunto set my hand and seal
of Office at Key West this Twenty
Second day of January in
the year of Our Lord One thousand
Eight hundred and forty

Alex Patterson
Not Pub

New Orleans Oct 18 1841

At sight Please pay to the order of Wm Hill
 Esq one hundred & Six Dollars value recd and charge
 the same to acf of Yours obt Just

To a/c of Jt Esq Key West A E Forbush

endorsed I Manilla or Order Wm Hill

I Manilla Ferdinand Clark

Ferdinand Clark Gonick Johnson

Protested 16th Sept. 1841 for non acceptance

Treasury of Florida

County of Monroe

City of Key West

Gorge W. Van Stavern Master
 of the Brig. Charles Canoll of New York of the burthen
 of One hundred & Thirty Nine Tons or thereabouts
 declares to have sailed from the Port of Tampico
 on Friday the 24th day of September now last
 past having on board a cargo of Hides Soap
 Gasapaula &c and bound to New York on Thursday
 the 21st Inst bound up for Key West having
 very severe weather and came in among
 sickly state on Saturday the 23rd took a
 Pilot and proceeded in our Key West Bar
 and arrived opposite the town and an-
 -chored at about 11 O'clock am

Fearing damage & loss he enters this
 his Note of Protest to be entered when
 and where he may think proper so
 to do.

Done before me this 25

Day Oct AD 1841

C. W. Van Stavern

34
Territory of Florida
County of Monroe
City of Key West

Henry Finch Master of the
American Brig Angeline of New York of the Tonnage
of One hundred & Fifty Eight Tons or thereabouts
declares to have sailed from the Port of Turks
Island on Friday the 29th day of November now last
Past having on board a cargo of Salt bound to
New York on the 17th day of Dec. In a severe gale from
the N.W. carried away both Topmasts, lost the sails
attached, cleared the wreck as soon as possible and
put her before the wind in doing so, attempted to run in
to Norfolk Wind came out to the Westward having no
canop^{er} to set, ^{gave ground} ran away for Wilmington vessel at
this time Leaking Badly stuck by her miter. Salt.
January 4th 1840 when we were taken off by the Scho
George Klotz of ~~Threat Egg~~ ^{Threat Egg} Charleston Capt Beale from
Philadelphia bound to Galveston who took us to Key
West where we arrived on Thursday the 9th day
of January at about 8 o'clock a.m. Hearing
damage and Loss he enters this his note of Protest
to be extended when and where he may think
Proper so to do.

Henry S. Finch

Done before me this 10th

day Jan 1840

N. P.
N. P.

35
14
Territory of Florida
County of Monroe
City of Key West

Easton Butler master of the
Schooner Financier of Charleston S.C. of the burthen
of Fifty Tons or thereabouts declares to have sailed
from the port of Matanzas Cuba on Tuesday the
12 Instant having on board a cargo of
Coffee Sugar and Fruit. ^{bound to Charleston} On Wednesday the 13th at 3
o'clock in the morning got on shore on Flori-
da reef it blowing heavy and a very heavy sea
on, ^{cut away both masts to} ~~refused~~ striking very hard, at 4 the vessel
wrecked at day light the Schooner came alongside and
shortly after Sloop Plum also came, suc-
ceeded in saving a part of the Coffee and
Fruit and most of sails and rigging and
proceeded for Key West where we arrived this
day. finding damage and loss he enters
this his note of Protest to be extended when
and where he may think proper to do
so before me this

13th day of Feb'y 1846

A. Patterson
Not Pub

Easton Butler

United States of America
Territory of Florida
County of Monroe
City of Key West

By this Public Instrument of
Protest and declaration be it known and made manifest
unto all whom it doth shall or may concern that on
the thirteenth day of February in the year of our Lord
One Thousand Eight hundred and forty. Personally
came and appeared before me Alexander Patterson a
Public Notary duly commissioned and sworn

Easton Butler Master John Hoady Master John
 M Harris Seamen all of the aforesaid Schooner
 financiers of Charleston being duly and lawfully
 sworn on the holy Evangelist of almighty God
 do depose and say that the foregoing Instrument
 of Protest hath been clearly and distinctly read
 read out to them the said deponents and that
 the matters and things therein contained are
 just and true in all respects as the same
 are therein particularly alleged declared and
 set forth

C. L. B.

In testimony whereof I have hereunto
 set my hand and Seal of Office this
 Fourteenth Day of February in the year
 of Our Lord one thousand Eight hundred
 and forty

Alexander Patterson
 Notary

Marie Stuart

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16
Territory of Florida
County of Monroe
City of Key West

James Alfred Masters
of the American Ship Hermann of Baltimore,
of the burthen of four hundred and Nineteen
Tons or thereabouts, declares to have sailed
from the Port of Amsterdam in Holland on
the 6th day of Sept. on Last Past in Ballast, bound
to Mobile in the State of Alabama, nothing
material happened during the Voyage until
the 20th Feb. at about 3 O'clock a.m.
when the Ship struck on Florida Reef and
Stopped, where she remained about ~~four~~ hours.
fine weather & Fresh breeze, but considerable
Sea on, turned the ballast on the Starboard
side, Staked the masts, hauled both bow
chains on deck and put them on the Starboard side,
Kept a crowd of Canvas on the Ship, and
succeeded in forcing her over the reef,
Inside, in doing which, striking the masts
and pierced the hulls were broken;
In consequence of which employed one
of the wreckers, the Sloop Lefas Capt Ruth
et to assist in bringing the ship to Key
West, who put a Pilot on board, got under
weigh and proceeded on, in a short time
after the Ship struck, and lay about
3/4 of an hour on rising Bottom Strumping
considerably, when we got off again and
proceeded on, took a Pilot about 12 O'clock
on the 21st and at One P.m. Anchored in the
Harbour of Key West; fearing damage and loss,
he enters this his note of Protest to be ext-
ended when and where he may think prop-
er so to do before me the 21st Feb. James Alfred
1840. A. Patterson
not Pub

To the Wardens of the Port of Key West
& E Farrell Ship Master
Sent

You are requested to repair alongside and
on board of the Ship Hermann of Baltimore James Allen
Master Spou lying in the port and harbour of Key
West to examine and survey her she having been
on shore sustained damage while on shore on the
Florida Reef as reported and make you return to
me in writing under oath

Given under my hand and
seal this 1st February 1840

Alfred Patterson
Notary Public

The undersigned Wardens for the Port of Key West & E Farrell
Ship Master. In Compliance with an Order to us directed from
Alfred Patterson Esq Notary Public dated Feby 21st repaired on
board and alongside of Ship Hermann of Baltimore James Allen
Master she having been ashore on alligator reef after a careful
and particular examination and survey from water cap up
on deck and in the Hold. perceiving no strains, soundness the
Pumps find the ship making little or no water. Employed
divers who dove under her and examined her fore and aft
Report the shoving off. Keel chaffed and badly Broomed upper
gungeon on stem post broken pintals on Rudder broken arch
board badly split. we therefore order that the ship Hermann
receive such temporary repairs as will enable her to proceed to some
other Port. where sh can be more thoroughly repaired

Given under our hands at
Key West this 25th day of Feby 1840

J. S. utaw
George E Weaver } Wardens
Francis Watlington }
Eben Farrell Ship Master

41
United States of America
Territory of Florida
County of Monroe
City of Key West

Pauline Lucca

By this Public Instrument
of Protest and Declaration

As it known and made
Manifest unto all whom it doth shall or may
Concern that on the Twenty first day of February in
the year of Our Lord One Thousand Eight hundred and
Forty personally Came and appeared before me
Alexandra Patterson a Notary Public duly Com-
missioned & Sworn for the Territory and County aforesaid
James Allen Master of the American Ship Hermann
of Baltimore of the burthen of four hundred and
Nineteen Tons or thereabouts who made before me
the ^{aforsaid} Notary a Note in City of Protest in due
form. And on this Twenty Second day of February same
year again came and appeared before me the
aforesaid Notary the said James Allen Master
Henry Edwards Mate David Vaughan 2^d Jacob Matheson
Henry Deal & James Cochran ^{Seamen} all of the aforesaid Ship
Hermann of Baltimore who being by me the aforesaid
Notary solemnly & severally Sworn on the

holy Evangelist of Almighty God do depose and say that
they set sail on board of ^{the} said Ship Hermann of
Baltimore at the Port of Amsterdam in Holland
on Monday the sixth day of January in the year of
Our Lord one thousand eight hundred & forty, having
on board ballast & Stores bound to Mobile in
Alabama, and that nothing material happened
during the voyage worthy of note here, until this
day the 20th day of Feby. 1840

Commenced with moderate breezes from the Eastward
and squally with showers of rain continued steering
along by Landmarks, with all ^{sail} set to the best advantage
at 5 PM the Orange Key bore N E by E. eight miles distant,
Kept the Ship S W by W and set all light sails, middle
fresh Breezes and clear weather at 3 AM discovered
the ship in white water, took in all storm sails and
were in the act of bracing the yards to haul the
ship on the wind to the South when she struck on
alligator reef and there thumped very heavy
for about Ten Hours when we succeeded in forcing
her over inside the reef hauling both chains on
deck and passing them on the Starboard side and
likewise turning the Ballast on the Starboard side
and at the same time started one of the tanks
of water. Keeping a pump of Canvas on the ship
which threw the ship nearly down on the Star
board End when nearly off the reef Broke the middle
Pintles ~~off~~ when off the reef Employed sloop Tugs
to assist in Piloting the Ship to Key West this End
the day. Friday Feby 21st Commenced with fresh
breezes from the Eastward and clear weather the
Ship making a little water all sail on her that
she could be steered with at 4 PM the ship
got on another reef and thumped very heavy for
about a half hour but with having a pump
of Canvas on her got her over it, at 6 PM came
to anchor in 6 fathoms water

Middle part through the night moderate breezes
and clear weather, Latter part fresh breezes
and fine weather with the sun from the East
ward. at 5 am got under weigh and made
all speed for Key West. at noon took a Pilot
at 1 Pm came to anchor in the Harbour of
Key West. at 8 Pm gave the ship 35 fathoms of cable
this Log contains 36 hours

And the Said Officers
~~and Ship's Company~~ do further severally declare
and attest that the said Ship Hermann at
the time of her departure from the aforesaid Port
of Amsterdam was tight staunch and strong
her hatches well and sufficiently caulked and
boarded and was full and sufficiently manned
and provided with all things necessary and
necessary for the said intended voyage, and the
said officers and ship's company did then
utmost Endeavour to preserve the said Ship
and her Lading from damage and loss.

James Allyn
Henry Edwards
James D. Vaughan
Jacob Newhouse
Henry Deal
James Lockman

And therefore the said James Allyn Master
of Ship Hermann of Baltimore did declare and
Protest and by these Presents doth solemnly
Protest against all and every Person or
Persons whatsoever whom it doth shall or
may concern in any manner whatsoever
by way of average or otherwise the

same having occurred as before mentioned and not by
or through the insufficiency of said ship the neglect
of said appraiser or any of his nearness

This done and protested at Key West this Twenty
second day of February in the year of our Lord one
thousand Eight hundred and forty

In testimony whereof I have hereunto set
my hand and affixed my seal of Office day
and year first above written
Alex Patterson
Notary

James Allym Master Henry Edwards Mate David
Vaughn 2nd Mate Jacob Newhouse Henry Seal & James
Cochran seaman all of the aforesaid ship ~~Sherman~~ of
Pattimore who being duly and severally sworn on the
Holy Evangelist of Almighty God do depose and say
that the foregoing Instrument of Protest hath been clearly
and distinctly read out to them the said deponents
and that the matters and things therein con-
tained are just and true in all respects as the
same are therein particularly alleged declared
and set forth

In testimony whereof I have here-
unto set my hand and seal Not-
arial this Twenty second day
of February in the year of our
Lord one thousand Eight hundred
and forty

Alexander Patterson
Notary

City of Key West -

on the 25th day of February 1840 having on board
a cargo of Ice and paving Stone bound to
Mobile Alabama, Experienced severe weather on
the passage and received considerable damage
in Sails rigging &c. On Monday the 23rd March
at about 1/2 Past 1 A.M. run on shore on Bird
Key Reef Tortugas, when she lay about 9
Hours. vessel thumping heavily all this time
between 3 & four O'clock Cape of Wrecking
Sloop Globe came on board with his crew
who assisted in carrying out Anchor & how on
it but could not start. her commenced
throwing overboard Stone and Ice and succee-
ded in getting her afloat at about 10 O'clock and
proceeded immediately for Key West vessel
Leaking considerable amount at Key West on
Tuesday Evening at about 8 O'clock

Fearing damage and loss

he enters this his note of Protest to be extended
when and where he may think Proper so to do
Done before me this

25th day of March J. G. Merwin
1840 J. Patterson
Not Pub

To the Wardens for the Port of Key West Joseph Grace and Eben
Samuel Ship Masters.

That you are requested to remain alongside and
on board of Schooner Mauder of New York J G Munnin master to
Examine and Survey her she having been on Shore on
Florida reef as reported and make your report to
me in writing under Pat

Given under my hand and seal
at Key West this 25 day of March
1840 Alexander Patterson
At Pub

The undersigned Wardens for the Port duly commissioned
and sworn, Joseph Grace & Eben Samuel Ship Masters, in compliance
with an order to us directed from Alexander Patterson Esq At Pub
this 23th day of March 1840 to repair on board and alongside of the
Scho Mauder of New York Munnin Master to ascertain her damage
she having been aground on the Tortugas Shoals Florida reef, also
damage sustained on her passage from Boston to this place, and after
a careful examination of the vessel and the testimony of her command
and first mate we report, - We find the Schooner Leaking very
badly she having laid aground eleven hours. Thumping violently
her main mast spring main gaff broke, flying Rib marked
out. One fore top Mast back stay gone, one part of shrouds of the
same gone, fore rigging lanyards chaffed and her running
gear much injured, also hauler parted and chaffed in heaving
off the Tortugas Shoal we therefore recommend that the said
Schooner be discharged of her lading and here keel out for
further examination - Again on the 4th Inst went along
side said Schooner she being keel out on the Starboard side
and find her Trice and forward part of Shoring knocked off
remainder of same broomed on edge bottom in a midships a little star
board, but strained and Open, Order her here keel out on Starboard side
for further examination, - Again on the 6th Inst, went alongside
said Schooner she being keel out Starboard side & find her bottom much
the same condition as Starboard side. We therefore recommend
the said Schooner be refastened in her bottom, and reworked
throughout bottom and Top new Shoring fore and aft

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and new grips, new water way plank both sides the deck one new hauser
new topmast back stay and shrouds with materials for fitting new lanyards to
fore rigging and two coils of running rigging in place of that destroyed. New flying
jib and new gaff, we also recommended that she proceed on her voyage with her present
mainmast, it being impossible to procure a spar in this place to make a new one and that
she be furnished with a new Owl in fast Crumieut port.

A testimony whereof we have hereunto affixed our hands and seals
at Key West. This 11 day of April 1840.

F. Wallington
L. J. Breakey } Wardens
Eben Farnell } Ship Masters
Joseph Grace }

United States of America
Territory of Florida
County of Monroe
City of Key West

By this Public Instrument
of Protest and declaration be it Known and made
Manifest unto all whom it doth shall or may
Concern that on this ~~Twenty~~^{10th} fifth day of March
in the year of Our Lord One Thousand Eight
hundred and forty Personally came and
appeared before me Alexander Tallison a Notary
Public duly Commissioned and sworn for the
County and County aforesaid J. G. Merwin Master
of the Schooner Wanderer of New York of the
burthen of One hundred and forty Two Tons
or thereabouts who made before me the aforesaid
Notary a note in Entry of Protest in due
form and Order and on this Eleventh day of April
same year again came and appeared before
me the aforesaid Notary the said J. G. Merwin
Master Edward West Mate Herman Merwin & True
man Young, Seaman all of the aforesaid Schooner
Wanderer who being by me the aforesaid Notary
Solomnly and severally sworn on the Holy
Evangelist of almighty God do depose and
say that they set sail on board of said
Schooner Wanderer at the Port of Boston on
the Twenty Eighth day of February Eighteen

hundred and forty having on board a cargo of Ice and
 bound for mobile and that nothing material occurred
 during the voyage worthy of note until Monday
 the 23rd March 1840 commences with moderate breezes
 from the East clear weather running along the edge of the reef
 in 10 to 15 fathoms water at 8 P.M. Paper the west end of
 the reef weather heavy and wind increasing at 9.30 and bottom
 with 17 fathoms line out. Sheer Main boom to the Starboard
 side, wind East and Heavy Light breeze NW 1/2 North distance
 judged about 9 miles, wind now moderate at 10 M. Light
 bore it by E about 7 miles Steered east, at 1.30 Port up on
 the reef S.W. from the Light furled all sail at 4 in the
 morning mechanics came on board to our assistance
 carried out the anchor astern then on board about
 16 Iron Stone which was on deck, and commenced throw-
 ing overboard Ice from the Hold, and as very heavy
 sea on reefel pounding very heavy, making considera-
 ble water and increasing, continued throwing overboard
 until 9 a.m. at being high water, turned on all hands
 20 in number, and hove her off, and provided for the
 whet, 1/2 ton of mechanics crew on board reefel making
 much water. Tuesday moderate breezes & Clear weather
 or reefel making much water. Wednesday 25 arrived
 at Key West and hauled into the wharf

And the said appears do further
 solemnly declare ^{and attest} that the said Schooner was
 at the time of her departure from the aforesaid
 port of Boston was tight staunch and strong
 her hatches well and sufficiently caulked and
 covered and was full and sufficiently man-
 ned and provided with all things needful
 and necessary for the said intended
 voyage and the said appears and Ships

[Handwritten signatures and flourishes]

26
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company did their utmost endeavours to preserve
the said Schooner and the Goods of her Lading
from damage and Loss.

H. J. Merwin
Seward Jones
Herman Merwin
Trimman Young

And therefore the said J. J. Merwin Master
of the Schooner Wanderer of New York
did declare and Protest and by these
Presents doth solemnly Protest against
all and every Person or Persons whom it
doth shall or may concern in any man-
ner whatsoever by way of away or otherwise
the same having occurred as before mention-
ed and not by or through the insufficiency
of said vessel the neglect of said
apparent or any of his mariners.

This done and Protested at Key
West this Eleventh day of April
in the year of Our Lord One thousand
Eight hundred and forty In testimony
whereof I have hereunto set my hand
and affixed my seal of office day
and year first above written.

Alexander Patterson
Not Pub

I G Mermin Master Sevier Louis Muate
 Hequan Mermin and Truman Young Shaman all of
 the aforesaid Schoone Wandewer of New York being
 duly and severally sworn on the holy Evangelist
 of Almighty God do depose and say that the fore
 going Instrument of Protest has to been clearly
 and distinctly read over to them the said
 deponents and that the matters and things
 therein contained are Just and true in all
 respects as the same are therein particularly
 alledged declared and set forth

In testimony whereof I have
 hereunto set my hand and seal
 of Office this Eleventh day of
 April in the year of our Lord
 one thousand eight hundred and
 forty

Alfred Patterson
 Not Public

L.S.

County of Nevada
 County of Nevada
 City of City West

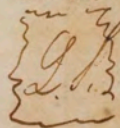
By this Public Instrument of

Proof and declaration

Be it known and made manifest
 unto all whom it doth concern or may concern that on
 the fifteenth day of May in the year of Our Lord one thousand
 eight hundred and forty personally came and appear-
 ed before me Alexander Pattison a Public Notary duly
 commissioned and sworn for the Territory and coming aforesaid
 John Edmonds Master of the Barque Beaver of Territorial Port
 of the burthen of Two hundred and Seventy ^{plus} Tons or there-
 abouts. who being by me the aforesaid notary solemnly
 sworn on the Holy Evangelist of Almighty God depose the
 and testify that on or about the Tenth day of April in
 the year of Our Lord Eighteen hundred & forty ^{after} at New York
 but made at Key West
 entered into a charter party and agreement with
 Eben Farnell late master of the Ship Frankton of
 New York. and acting as agent for the Owners and
 indentures of the cargo of the said Ship Frank-
 ton by which charter party among other things the
 said Eben Farnell undertook and promised to deliver
 to the affiant on freight fifteen hundred & forty five
 boxes of Sugar. and also to pay the Expenses of the
 said Barque Beaver and the said John Edmonds further
 declares and says that the said Eben Farnell did not
 nor would deliver the said Number of Boxes of Sugar
 above stated and did not nor would pay the expenses
 of the Barque Beaver though often requested so to
 do And the said John Edmonds doth further
 declare and say that by another ^{agreement} instrument of writing
 dated at Key West April 28th 1840. the said Eben
 Farnell did further agree that in case of failure
 to deliver the said fifteen hundred and forty five Boxes
 of Sugar he the said Farnell would increase
 the freight of the Sugar so delivered so as

29 58
appearer or any of his Deputies

This done and Protested at Key West this ^{sixth} ~~first~~ day of June
in the year of Our Lord One thousand Eight hundred and
forty In testimony whereof I have hereunto
set my hand and affixed my seal of Office ^{the} day
and year first above written



Alex^r Patterson
Not Pub

W. C. Talbot master Arthur Leighton mate Mr Jackson
2nd Mate Alfred Selley and Stephen Conner Seaman all of
the aforesaid Brig Charles Hammond of East Machias being
duly and severally sworn on the holy Evangelist of Almighty
god do depose and say that that the foregoing Instrument
of Protest hath been clearly and distinctly read over to them
the said deponents, and that the matters and things therein
contained are just and true in all respects as the same
are therein particularly alleged declared and set forth

In testimony whereof I have hereunto
set my hand and seal of Office at Key
West this ^{sixth} ~~first~~ day of June in the year
of Our Lord One thousand Eight hundred
and forty

(G. G.)

Alex^r Patterson
Not Pub

Territory of Florida
County of Monroe

W. C. Talbot Master of the Brig,
Charles Hammond of East Machias Maine of the Benthin
of One hundred & Sixty Tons or thereabouts declares to
have sailed from the Port of New York on the 21st day of
April last having on board an assorted ^{bound to New Orleans} Cargo on the
Passage out got on shore on the Tortugas, was assisted
by Wrecker in getting off and proceeded for Key West
where he arrived and was ordered by Survey of
Wardens to discharge the Cargo which was done
a quantity of Stone and Rail Road Wheels were dep-
osited on the Wharf during a very heavy ^{gale} on the 11th
Just at about 6 O'clock the Wharf gave way and
sunk immediately and with it a quantity of the
Stone & Wheels, &c. Leaving damage and loss he enters
this his Note of Protest to be extended when and where
he may think proper so to do

Done before me this
12th day of June 1840
A. P. Collector

(Not Pub)

W. C. Talbot

United States of America
 Territory of Florida
 County of Monroe
 City of Key West

By this Public Instrument of
 Protest and Declaration

Be it known and Made Man-
 -ifest unto all whom it doth shall or may concern
 That on this fifteenth day of June in the year of Our
 Lord One thousand Eight hundred and forty four
 -ally came and appeared before me Alex Patterson a
 Notary Public duly commissioned and sworn for the
 Territory and county aforesaid Mr. J. Marshall Master
 of the Schooner Pilot of Boston of the Burthen of One
 hundred and forty one Tons or thereabouts who made
 before me a note in Entry of Protest in due form
 And on the same day of same year
 again came and appeared before me the aforesaid

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Notary the said W. S. Marshall Master Robert
Smith Mate Thom. Carr & Galen Williams Seaman all
of the aforesaid Schooner Pitot ^{of Boston} who being by me
the aforesaid Notary solemnly and Specially Sworn
on the Holy Evangelist of Almighty God do
depose and say that they set sail on board of the
said Schooner Pitot at the Port of Boston on the
Fifteenth day of May now last ^{part} having on board
a Cargo of Ice Lumber &c bound to the Port of
Galveston in Texas and that nothing Material
occurred during the voyage worthy of Note here
untill Thursday June 11th 1840

Commences with a moderate Breeze and
Pleasant weather, at 8.30 M. P. M. made Tortugas lights, at
10 P. M. the Lights bore N. W. E. Judging it to be 8 Miles
distant. at 10.30 P. M. Struck on the reef commenced
heaving the Deck Load on to lighten the vessel
at 11 P. M. run the Keel and Hauser out astern and
hove taught to the Windlap at midnight the wreck-
ers came on board the Captain asked them the reason
the light burnt so dim they told him the keeper was
giving it the second trimming at 1.30 Am took out the
Long Boat, at 2 Am, run the Starboard anchor and
Chain out astern and hove taught to the Windlap
at 8 a M commenced heaving the Ice on board the vessel
leaking badly a piece of her Keel came up alongside
strong Current setting in over the reef with the wind
at East blowing Fresh all exertions of Ours in trying
to get her off to no Effect

Friday June 12th 1840 Commences
with Light winds and pleasant. at 2 P. M. weighed
the Starboard Anchor in the Long Boat. and run it further
on the Starboard Quarter the muckins Employed
discharging the Ice at 6 Am hove off the reef
at 7 Am got underway and proceeded for Key
West where we arrived on Sunday the 14th at
7 P. M. and came to Anchor

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Territory of Florida
County of Monroe
City of Key West

George
~~George~~ Henry of New York of the ^{hundred} of
One hundred & Six Pounds or thereabouts declares
to have sailed from the Port of Savannah on the
3^d Inst Experienced severe weather on the Passage
and suffered much damage in Sails Ripping
&c Put into Key West to repair Sails &c. where
we arrived on Monday the 8th at 10 o'clock PM
feeling damage and Lof he Enters this
his note of Protest to be extended when and
where he may think proper so to do

Ira Gould

69 ³⁴ United States of America
Territory of Florida
County of Monroe
City of Key West

By this Public Instrument of
Protest and declaration

Be it known and made man-
ifest unto all whom it doth shall or
may concern that on this 28th day of October
in the year of Our Lord one thousand Eight
hundred and forty Personally came and appe-
ared before me Alexander Patterson a Notary
Public duly Commissioned and sworn for the Ter-
ritory and County aforesaid Thomas Kendrick
Master of the Schooner *Sacatogo* of Boston of
the burthen of Twenty four Tons or thereabouts
who made before me the aforesaid Notary
a note in Entry of Protest in due form of
Law

And on this Thirtieth of November
same year again came and appeared before
me the aforesaid Notary the said Thomas
Kendrick Master of the Schooner *Sacatogo* of Boston
Alexander Kennedy Seaman all of the aforesaid
Schooner who being by me the aforesaid Notary
solemnly and severally sworn on the Holy Evan-
gelist of Almighty God do depose and say
that they set said Schooner on board of said Schoo-
ner *Sacatogo* at the port of Charleston
on Saturday the 17th day of October 1840
having on board an assorted Cargo and bound
for Mobile and that nothing material occurred
worthy of note here until Tuesday morning
27th 1840

Commenced with fresh Gale and

35.
Thomas Hendrick Master *Brig* *26* *Elanor* Mate 72
Alex *Kennedy* Seaman all of the aforesaid
Schooner *Salatogo* of Boston being duly and legally
sworn on the holy evangelist of almighty god do
depone and say that the foregoing Instrument hath
been clearly and distinctly read over to them the said
deponents and that the matters and things therein
contained are just and true in all respects as
the same are therein particularly declared and
set forth

In testimony whereof I have
hereunto set my hand and
affixed my seal Notarial
at Key West this 15th day of
November A.D. 1840

Thos. M. Patterson
Not Pub

Territory of Florida
County of Monroe
City of Key West

Frederick B Northrop
Master of the Schooner *Molcott* of Newport R.I.
of the Burthen of Ninety Eight Tons or thereabouts
declares to have sailed from Barataria Bay on
Monday the 1st day of March Just having on board
a Cargo of Sugar & Malafes and bound for Rich-
mond Va. Experienced severe weather on the passage
suffered much Damage in Sails & Rigging and
Rudder & Puntals Broken put into Key West to repair
damage when in on Monday the 8th Inst

Fearing damage and loss he enters
this his note of Protest to be extended when and
where he may think Proper so to do

Done before me this

8th Day March A.D. 1841

Frederick B. Northrop

A Patterson

Not Pub

Territory of Florida
County of Monroe
City of Key West

Asa Miner Master
of the Schooner Dotina of Mystic Count
of the Burthen of Seventy five Tons or there
abouts declares to have sailed from the Port
of New York on Monday the 9th day of Nov
last having on board an assorted cargo of
Merchandise and bound for Key West
Experienced very heavy Weather on the Passage
fearing damage and loss he enters this his note
of Protest to be extended when and where
he may think proper so to do
Done before me this

22 Nov 1840

Asa Miner

J Patterson
Not Pub

Territory of Florida
County of Monroe
City of Key West

Horatio Hall Master
of American Brig Nemora of Hallowell Maine
of the Burthen of One Hundred + Ninety seven Tons
or thereabouts declares to have sailed from Hallow
ell on the 1st day of November now last past having
on board an assorted cargo bound to Key West where
Experienced severe Gales on the passage shifted
deck load and received some slight damage
fearing damage and loss he enters this
his note of protest to be extended when and where
he may think proper so to do Horatio Hall
Done before me this
5th day of Dec 1840

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Territory of Florida
County of Monroe
City of Key West

William Stewart Master
of the Schooner Lady Monroe of Baltimore Md
of the Burthen of Seventy five Tons or thereabouts
declares to have sailed from the Port of Balti-
more on Monday the 30th day of November now
last past having on board an assorted Cargo
of Merchandise bound to St Marks and ap-
alachicola on Sunday the 5th Day of Dec-
ember experienced a very severe gale of wind from the
Northward carried away the Rudder puntal
worked the wedges out of the Mast. and
upset Leaking badly. at the time put into
Key West for repairs where we arrived on
the 15th Inst. fearing damage and loss
we enter this his note of Protest to be exten-
ded when and where he may think proper
to do
W Stewart

Done before me this
17th Day of Dec 1840
H Patterson

Territory of Florida
County of Monroe
City of Key West

George S. Burrows
Master of Schooner Enclave of Mystic
built at New York. Two tons or thereabouts
declared to have sailed from the Port
of New York Thursday the 10th day of
Dec^r last having on board part of a cargo
of Mice and bound for Key West. Experience
very severe weather on the passage and met
with considerable damage in sails Rigging
&c. arrived at Key West on the 22nd Inst
at 6 o'clock A.M. Fearing damage
and loss he enters this his note of Protest
to be extended when and where he may
think proper so to do
Done before me this
23rd day Dec^r 1860

Geo S Burrows

A. Patterson
Not Public

United States of America
 Territory of Florida
 County of Monroe
 City of Key West

3 p.

By this Public Instrument
 of Protest and Declaration Be it Known and made
 manifest unto all whom it doth shall or may
 concern that on this Twenty second day of February
 in the year of Our Lord One thousand Eight hundred
 and Forty one personally came and appeared before
 me Alex Patterson a Notary Public duly Commissioned
 and sworn for the Territory and County aforesaid Gustavus
 W. Holmes Master of the Schooner January of Key West
 Mass. of the burthen of Fifty four Tons or thereabouts
 who made before me the aforesaid Notary a note
 in Entry of Protest in due form

and on this 24th day Feb'y same year again came
 and appeared before me the aforesaid Notary the said
 J. A. Holmes Master Fred Burkhart Mate Joseph
 Howell & Martin P. Washburn - Seaman all of the aforesaid
 Schooner January who being by me the aforesaid
 Notary solemnly and severally sworn on the Holy
 Evangelist of Almighty god do depose and say

That they set sail on board of the aforesaid
 Schooner Lannan at the Port of Franklin in
 Attakapas on Friday the 5th day of February last
 having on board a cargo of Molasses and
 bound to Baltimore experienced heavy
 weather and a bad sea from the time of
 our leaving S. M. Pap. and the vessel straining
 and leaking badly in consequence of shipping
 heavy seas and the straining of the Deck Load
 nothing extraordinary occurred on the voyage
 untill Monday the Fifteenth of February begins
 with heavy gales from S. W. & Cloudy squally
 weather rained and furlled the mainsail at 5 P.M.
 put 2 reefs in the foresail the vessel steering very
 bad and labouring ~~at 5 P.M.~~ made a light bearing N. by W.
 which I called Elbow Key and judged it to be
 25 Miles distant, at there being nearly dark and
 wishing to see the light to get a departure from
 for the night kept a look out at the mast head
 for it till 6 30 P.M. when finding it could not be seen
 it came down and hauled up N. N. E. then
 judging myself twenty miles N. of Deadmans
 Key while in the act of hauling up and stowing
 the Foresail the vessel struck on the rocks her
^{stump or forefoot and through the} ~~which~~ ^{stern} knocked off her Taffrail Daints stem planking
 stem timbers Rudder Chous Sprung Main Boom and
 much other injury to the Hull of the vessel she
 then swung off and drifted clear of the rocks when
 we manned the pumps and let go both anchors got
 the boat out and made her fast astern finding
 the water in the hold gaining on the pumps threw
 on board deck Load 11 Lines & 48 Bbls Molasses
 put all hands at the pumps and finding we
 gained on the Leak although a great quantity
 of water came in through the stem. Continued
 Pumping & baled 12 Bbls & 1 Line of Molls

Territory of Florida
County of Monroe
City of Key West

Oliver Colburn master of
the Schooner Minerva of Pitts town Maine of the
burthen of Ninety Tons or thereabouts declared to
have sailed from the Port of Galveston in Texas
on the 1st day of February last having on board
a Cargo of Mules ^{bought for Key West} Lead &c. experienced very heavy
weather on the Passage on 11th & 12th of February
too blowing heavy which continued here on
Twenty four Mules which Perished in Gale
Antevento Key West on the 27th last fearing
damage & Loss he Enters this his note of
Protest to be extended when and where
he may think Proper so to do

28th February 1841

Oliver Colburn

United States of America
Territory of Florida
County of Monroe
City of Key West

By this Public Instrument
of Protest and declaration Bet at Key West and
made manifest unto all whom it doth touch
or may concern that on this that on this Twenty
Eighth day of February in the year of our
Lord one thousand eight hundred and forty
one Personally came and appeared before
me Alexander Patterson Notary Public
duly Commissioned and sworn for the Territory
and County aforesaid Oliver Colburn Master
of the Schooner Minerva of Pitts town Maine
of the burthen of Ninety Tons or thereabouts
who made before me the aforesaid Notary a

Note in entry of Protest in uniform and on the second
 day of March same year again came and appear-
 ed before me the aforesaid notary the said Oliver
 Colburn Master A. W. Colburn Mate John Stone
 & Franklin Eusteth Seamen all of the aforesaid
 Schooner Mureira who being by me the said notary
 solemnly and separately sworn on the Holy Evangelists
 of Almighty God do depose and say that they
 set sail on board said Schooner Mureira at the
 Port of Galveston in Texas Harb on the sixth day
 of February now last past having on board a cargo
 of Mules bound to Key West and a market and
 that nothing material occurred worthy of note be-
 tween Thursday Feb 11th 1841 commencing with light
 breezes and fair weather at 12 resumed to a gale
 bore too under a close reefed foresail shipping much
 water Friday 12th continued Gale and a tremendous
 sea shipping much water A. M. bore on board
 Seventeen muskets which perished in the gale
 Saturday the 13th commencing Gale still blowing
 heavy sea and shipping much water Mureira part
 the gale abated A. M. bore on 5 Mules which
 perished in the gale at 10 set Schooner's main
 sail & was pleasant Sunday 14th commencing
 calm at 10 P. M. took a breeze from the N. E.
 and at 5 blowing fresh reefed fore & main
 sail & set bore On 2 Mules which perished in
 the aforesaid gale 15th Gale continues with
 tremendous sea at 4 P. M. close reefed fore
 and mainsail and furlid Schooner too at noon
 made sail from the 16th to 27th of February winds
 changeable some rough weather at 8 o'clock
 of the 27th Came to Anchor in the Harbour of
 Key West Having a Pilot on board and the
 said appraisers do further solemnly declare and
 attest that the said Schooner Mureira at the

time of her departure from the aforesaid
 port of Galveston was by the Stanch and
 strong her hatches well and sufficiently
 caulked and secured was full and suf-
 ficiently manned and provided with all
 things needful and necessary for said
 intended voyage and the said officers and
 ship's Company did their utmost endeavors
 to preserve the said schooner and the goods
 of her lading from damage and loss.

Territory of Florida
 County of Monroe
 City of Key West

Thos Colburn
 A. W. Colburn
 John Brown
 & Evelett

Michael Frederick Matter of the
 American Schooner Banner of Hamack of
 the Burthen of Fifty Eight Tons or there-
 abouts declares to have sailed from the Port
 of New Orleans on the 25th day of July now
 last past having on board a cargo of Corn
 Flour Pork &c. and bound for Key West
 and Savannah experienced Calm weather
 and squalls on the passage and arrived
 at Key West on Thursday the 8th day
 of August at about 9 O'clock P.M.
 Civil Time

Having damage he claims
 this his note of Protest to be extended
 when and where he may think proper
 so to do

Michael Frederick

Brought before me this
 9th Day Aug. A.D. 1844
 J. Pitterson
 Notary Public

The undersigned Francis Wallington Warden for the
Port of Key West duly Commissioned and sworn Philip
J Fontaine Merchant William Borne Ship Master
and Saml Harvey Ship Wright, In compliance
with an order to us directed from Alexander Patterson
Esq Notary Public dated Key West March 3^d 1841
repaired on board of Brig Florida of New York John H.
Philips Master from New York bound to Apalachicola
with an assorted Cargo to examine her hull Spars Sackles
&c She having been ashore on the reef after a careful
examination report we find her deficient of Kedge Anchor
Hauler naps four Oars and a quantity of running
Gear cut and lost while on the reef, perceiving
no Injury or strain from having been on shore recommended
for the benefit of all concerned that said Brig be discharged of
her lading and run out for further examination

Again on the 9th Inst repaired alongside the said Brig
she being Keel out on the Starboard Side, and found part of the
fore foot off and ballance started shoving off Bottom otherwise
in good order we therefore recommended that the said Brig
be hove out on Starboard Side for further examination
it having been reported to us that it was injured

Again on the 11th Inst repaired alongside
Brig being Keel out on Starboard Side find the plank
but slightly injured shoving and fore foot as on Starboard
Side main Keel a little chuffed in several places.
We therefore recommended the said Brig Florida receive
such temporary repairs at this place as will enable
her to proceed to the Port of Apalachicola and thence
to New York or Elsewhere where she can be thorough-
ly repaired examined and repaired

Given under our hands at Key West this 12th
day of March A.D. 1841 Francis Wallington
P J Fontaine
William Borne
Saml Harvey

United States of America
Territory of Florida
County of Monroe
City of Key West

By this Public Instrument of
Protest and Declaration

Be it known and made
Manifest unto all whom it doth shall or may
concern that on this third day of March in the year
of Our Lord One thousand Eight hundred and forty
One personally came and appeared before me Alex-
Patterson Public Notary duly commissioned and sworn
for the Territory & County aforesaid. Wm. H. Phelps
Master of the Brig Florida of New York of the
burthen of Two hundred & Nine Tons or thereabouts
who made before me the aforesaid Notary a note
in Entry of Protest in due form

And on this eighteenth day
of March same year again came and appeared
before me the aforesaid Notary the said Wm. H.
Phelps Master, Peter Morrison Mate
Lewis 2nd Mate

Learned all of the aforesaid Brig
Florida of New York who being by me the afore-
said Notary solemnly and severally sworn on the
holy Evangelist of Almighty God to depose and
say they set sail on board of the said Brig
Florida at the Port of New York on Monday the
15th day of February now last past having on board
an assorted Cargo and bound for Apalachicola
and that nothing material occurred worthy of
note here until Tuesday the 2nd day of March
beginning with moderate breezes and fine weather
all day sails set at 3 PM made the Florida
coast Monday night Moderate breezes & thick

Cloudy weather, at 2 Am took in the Steengsails furl'd
the Main Royal and flying Jib & hauled the mainsail
up at 3.30 AM made Key West Light bore N.W. by W per Com
pass about 20 miles distant light bore from the E.S.E.
at 4.20 Am struck on the Sambos took in all sail and
run an Anchor out astern hove taught and started her
astern the anchor jumped and she surged on again
hove taught again the water falling she would not
start. at 7.30 AM the wreckers came alongside
assisted in taking an anchor out and lightening the
ship took out about one hundred and fifty 13 lb shot
then commenced heaving parted the anchor lost the
Anchor parted three muscins and lost them likewise
three boats came how off at 1 P.M. the Pump was tryed
every 15 Minutes she made no water Made sail
for Key West. where we arrived at 4 P.M. and made the
ship fast along side the wharf this Log contains 36
Hous. — And the said appraisers do further severally
declare and attest that the said Brig Florida at
time of her departure from the aforesaid port of New
York on her said Intended voyage was tight staunch
and strong her hatches well and sufficiently caulked
and covered and was full and sufficiently manned
and provided with all things needful and neces
sary for said Intended voyage and the said
appraisers and Ship Company did their utmost
endeavours to preserve the said Brig and the
Goods of her Lading from Damage and Loss.

John F. Phillips
Peter Morrison
Chas Lewis
John Castillo
James ^{Mack} Thompson
^{Mack}

United States of America
 Territory of Florida
 County of Monroe
 City of Key West

By the Public Ins.
 trument of Protest and declaration

Be it known and made manifest unto all whom it doth shall or may concern that on the 8th day of March in the year of our Lord one thousand eight hundred and forty one Personally came and appeared before me Alexander Patterson a Public Notary duly commissioned and sworn for the Territory and County aforesaid Frederick B. Northrop Master of the Schooner Wolcott of Newport R.I. of the burthen of Ninety Eight Tons or thereabouts who made before me the aforesaid notary a note in Entry of Protest in due form.

And on the Twenty ninth day of March same year again came and appeared before me the aforesaid Notary the said F. B. Northrop Master Edward Pills mate John Kendall Henry Buck Charles And & Joseph Gale Seaman all of the aforesaid schooner Wolcott of New Port R.I. who being by me the aforesaid notary, solemnly & severally sworn on the Holy Evangelist of Almighty God do depose and say

That they set sail on board the said Sch^r Wolcott On Monday the 1st day of March Just having on board a cargo of molasses & Sugar and bound for Richmond Va and that nothing material occurred until the 3rd Wednesday calm & heavy swell at 8 P.M. took a heavy Breeze from S.W. made sail & Steered E.S.E. and shifted to W.N.W. at 9 am. Broke the square sail yard in the Slings, employed in repairing square sail which split when the yard broke took gaff topsail to repair it with from 3rd to the 5th moderate

on the 5th (Friday at 3 P.M.) found one of the fore shrouds parted in the way of one of the Christies, spliced in eye and lashed it to the masthead at 4 A.M. took in Flying Jib and double main sail on account of head sea Saturday 6th at 10 P.M. reefed and took the Bonnet off the Jib at 3 A.M. wind shifted in a squall to the N.W. split the jib. took it in at St. Ballena reefed the main sail at 8 Shook out reefs and set Flying Jib standing S & with a heavy swell from South Schooner Laboming heavy at 9 A.M. ordered the Jib to repair it 2 A.M. Landed in 30 fathoms water

Sunday March 7th Moderate wind with a tremendous heavy swell from the Westward lowered foresail and main sail and stood under Jib to the S.E. as no other sail would stand

Monday March 8th Made all sail at 8 P.M. Landed in 20 fathoms, at 2 A.M. 14 fathoms, at 9 A.M. made the light ship off Key West & took a Pilot, at 1/2 Past 11 Anchored at Key West. to repair rigging and replenish stores. Tuesday March 9th winds from N.E. to E.S.E. all hands employed at necessary. Jibs. discovered the sudden Puntals were out of order at 6 P.M. weighed anchor and hauled in to the wharf and made fast

And the said appears do further solemnly declare and attest that the said Schooner was at the time of her departure from the aforesaid Port of Balahaina Bay was tight staunch and strong her hatches were and sufficiently caulked and covered and was fully and sufficiently manned and provided with all things needful and necessary for said intended voyage and that said captain and ship's company did their utmost endeavors to preserve the said Schooner and goods of her from damage and loss. Frederick B. Northrup

Edward J. Pitts

Henry Birch.

Charles Bird

Joseph Grider

to Joseph, Kendall

Town of Florida
County of Monroe
City of Key West

Chester Hillman

Master of the Ship Mississippi of New York
of the burthen of Six hundred & forty seven
Tons or thereabouts declares to have sailed
from the Port of New York, on the 21st day of
April ~~1844~~ Last Past having on board a
part of Cargo of Hay Moulded & bound for
New Orleans on Wednesday at 1/2 Past 3 P.M. and
time got on shore on the Florida Reef near
Loon Key made every exertion to get the ship
off but did not succeed. on Wednesday night
was assisted by Wrecking Schooner Globe & Crews of
Eliza Catherine & ~~John~~ Sally Ann and succeeded
in getting off on Thursday morning after heaving
over a quantity of ballast and putting cargo
on board Schooner Globe, proceeded for Key West
where we arrived on Thursday Evening at about
11 1/2 O'clock and came to anchor in the Harbour

Fearing damage and Loss he enters this
his note of Protest to be extended when and
where he may think proper so to do
Done before me this

5th day of May 1844

Chester Hillman

Wm. Patterson
Not Pub

And therefore the said Chester Holland Master of the Ship Mississippi of New York doth declare and Protest and by these Presents doth solemnly Protest against all and every Person or Persons whatsoever whom it doth shall or may concern, and doth declare that all damages losses and detriments that have happened to the said ship and the goods of her Lading are and of right ought to be borne by the Merchants Freighters Insurers and all others concerned in any manner whatsoever by way of average or otherwise the same having occurred as before mentioned and not by or through the Insufficiency of said vessel the neglect of said appraiser or any of his measures

This done and Protested at Key West this Twelfth day of May in the year of Our Lord one Thousand Eight hundred & forty one In Testimony whereof I have hereunto set my hand and seal of Office at Key West the day and year last above written

Alexander Patterson
Not Pub

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Chester Holland Master Thos Bell Mate William S. Wardell Second Mate Daniel Cormack Antonio Albertone & Christian Mops Seaman all of the aforesaid Ship Mississippi of New York being duly and lawfully sworn on the Holy Evangelist of Almighty God do depose and say that the foregoing Instrument of Protest hath been clearly and distinctly read over to them the said deponents and that the matters and things therein contained are just and true in all respects as the same are therein particularly alleged declared and set forth

In testimony whereof I have
hereto set my hand and
Seal of Office at Key West
this Twelfth day of May in the
year of our Lord one thousand
Eight hundred & forty One

Alfred Patterson
Not Pub

We The undersigned in compliance with an order from A-
lexander Patterson Esq Mayor Public dated City West May 6th 1841
to us directed repaired on board and alongside of the Ship
Mississippi of New York William Master of the burthen of Six
hundred and forty seven Tons or thereabouts and after a careful
and Impartial examination do report as follows Viz

May 14th on the Starboard side we find that a large number
of sheets of Copper off the bilge, and plank broomed, from thence
to, Keel copper more or less loosened seams in part slack
Keel broomed down in some places within a few inches of
the Garboard Strake scarf of main keel and forefoot. Star-
board and partly gone, binding of Keel scarfs partly broken
and all of the keel bolts projecting from one to four inches
outside of the keel in different directions.

May 18th on the Starboard side we find the Copper
off the bilge fore and aft, plank broomed copper damaged
crumpled, and in parts loose, seams slack Garboard
seams open, Keel worn down within two or three inches
of Garboard, in places, bolts as on the Starboard side scarf
off fore foot and main keel as reported on Starboard side

We therefore recommend in compliance with order
of Survey directed to us as aforesaid, that the loose Copper
be taken off, and in places repasted, all the slack seams
recaulked, keel bolts cut off and secured and a new
piece put in between main keel and forefoot, so as to
enable the said ship to proceed on her voyage, and
at the termination of which voyage then to be inspected
and repaired In testimony whereof we hereunto sub-

scribe our names this Nineteenth day of
May in the year of our Lord One thousand
Eight hundred and forty One

Signed Francis Watlington
Nathaniel Hoyt
Leonard Lister

Territory of Florida
County of Monroe
City of Key West

Landon Kimball

Master of the ship Tanager of Richmond
Va. of the birth of Three hundred &
Ninety six Tons or thereabouts declares
to have sailed from the Port of New Orleans
on Monday the second day of May last
having on board a Cargo of Cotton Tobacco
& Staves and bound for Havana on the
morning of the 13th last ~~at~~ about 1 O'clock
A.M. Civil times ran on shore on next morn-
ing should Florida Reef made every exertion
to get her off but found it impossible
to do so without assistance on the 15th took
the assistance of Sloop Landon Eliza Catharine
Tufas, New York & George Eldridge who com-
menced taking out Cargo. Left the ship in
Sloop Landon the evening of the 15th with about
160 Bales ^{of Cotton} on board. (Left the other vessels taking
out Cargo as fast as they could). proceeded
for Key West where we arrived on the 16th
at about 2 O'clock P.M. C.T.

Fearing damage and loss he
enters this his note of Protest to be extended
when and where he may think proper so to
do,

Born before me at
Key West this 17th Day
May 1841

G. Kimball

A. Patterson
Not Pub

59 160
Territory of Florida
County of Monroe
City of Key West

Willford J. Eaton Master
of the Schooner Narcisso of Kingston N.S. of
the burden of Ninety nine Tons or thereabouts
declared to have sailed from the Port of St. Jago
de Cuba on Thursday the 26th day of ~~May~~ June
last port having on board a cargo of Sugar
Coffee &c. and bound for Phil^a. Exposed to a
weather on the Papay on the 3^d Inst the Captⁿ
was taken very sick bore up for Key West
where he arrived on Wednesday the 8th ^{Inst} and
obtained medical aid

Feeling damaged and Lops he Enters
this his Note of Protest to be extended
where and where he may think proper
so to do

Done before me the
9th day of June 1842
A. Patterson

John Williams
c. Major Browne
John Clark

Not Pub

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Tuesday May 18th 1841

Commenced with a heavy gale from N.E. at 8 P.M. the cable parted and the ship drove over the reef or heads into 3 fathoms water made sail on the ship and kept under weigh and kept sail on the ship until 2 A.M. and came to anchor in 4 fathoms water, at 11 A.M. got under weigh for Key West Meridian fine weather

Wednesday May 19th Commenced with fine weather at 5 P.M. came to anchor at 4 A.M. got under weigh and at 11 A.M. anchored off the light house at Key West.

And the said appraiser and ships company do further severally declare and attest that the said Ship Gauges at the time of her departure from the aforesaid port of New Orleans was tight staunch and strong her hatches well and sufficiently caulked and covered and was full and sufficiently manned and provided with all things needfull and necessary for the said intended voyage and the said appraiser and ships company did their utmost endeavours to preserve the said Ship and the goods on her lading from damage and loss.

Gordon Kimball
Dwight A. Latteslee
William M^cLeod
John P. Jackson
James Rodgers

And therefore the said London Kimball
Master of the aforesaid Ship ~~Ganges~~ off Richmond
doth declare and Protest and by these presents
doth solemnly Protest against all and every Person
or Persons whatsoever whom it doth Shall or
may concern and doth declare that all damages
losses and detriments that have happened to the
said ship and the goods of her lading are
and of right ought to be borne by the mer-
chants Freighters Insurers and all others
concerned in any manner whatsoever by way
of average or otherwise the same having occurred
as before mentioned and not by or through
the insufficiency of said vessel the neglect
of said skipper or any of his Mariners

This done and Protested at Key West
the Nineteenth day of May in the year of
Our Lord One thousand Eight hundred and
Forty One In testimony whereof I the said
Notary have hereunto set my hand
and Seal of Office at Key West
day and year last above written

Alfred Patterson
Not Publ

London Kimball Master D.A.
Satterley mate William McLeod Second Mate
John Jackson & James Rogers seaman all of the afore-
said ship Ganges of Richmond Do being duly and
specially sworn on the Holy Evangelist of Almighty God
do depose and say that the foregoing Statement
of Protest hath been clearly and distinctly read over
to them the said deponents and that the
matters and things therein contained are
just and true in all respects as the same

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Evangelist of almighty God do
and say that they set sail on board
id Brig Ada Elisa at the port of
test on Saturday the 15th day of Oct
laining on board a cargo of Honey Sugar
makogony Tuske &c and bound for N York

Saturday the 16 Begins with light
from the E. got the Pilot on board and
underweigh. at 11 O'clock discharged the
this day Ends with light winds and rain

Sunday Oct 17 Begins with light
and rain from from the E.M.E.
O'clock Night, Squally & rains, took in
of one topgallant sail, double reefed
main sail. At 1 O'clock, tacked Ship
and at 2 tacked again. At 6 A.M. set the
topgallant sail and J.B. No Observation

Monday 18th Begins with light winds
from the E. At 2 P.M. tacked Ship and
got the maintop-mast Backstay over
the Mast head. 5 heavy squalls with
rain, double reef one topsail; took in
J.B. and one topgallant sail. At mid
tacked Ship and at 4 A.M. tacked again
Morning, Squally and rainy

Tuesday 19. Begins with heavy
and rain. At 5 P.M. split the main
and fore spencers; heavy squalls; Cleared
reefed the fore topsail and ballance on
the mainsail and hauled the fonsail
middle part, heavy squalls and rain
At 4 A.M. wore Ship N.E., the main
had two reefs in that, that was split

United States of America
Territory of Florida
County of Monroe
City of Key West

By the Public Instrument
Protest and declaration

Be it known and made manifest
unto all whom it doth shall or may concern
on this Twenty second day of October in the year
One Lord one thousand Eight hundred and forty one
Personally came and appeared before me Abigail
Fullerton a notary Public duly commissioned and
 sworn for the Territory and county aforesaid Thomas
Lombard master of the Brig Ada Elisa of Philadelphia
the brother of One hundred and fifty one Lord
thereabouts who made before me the aforesaid
a note in Every of Protest in due form

And on this Twenty fifth day of October
you again came and appeared the
Thomas Lombard Master Henry Suedberg
man William Watson & William
Eckestore Seaman all of the aforesaid
Ada Elisa who being before me
by Solomon

66
 Territory of Florida
 County of Monroe
 City of Key West

Thompson & Crowe Master
 of the Brig Gasper of Halifax N.S. of the burden
 of One hundred ^{and forty} Tons or thereabouts
 declares to have sailed from the Port of San-
 = annah La man Samacia on Tuesday the 12th
 day of October Just Experienced bad weather
 on the Passage on the morning of the 25th
 at about 10 O'clock got on Shore on Florida
 Reef was assisted by Sloop George Eldridge
 and succeeded in getting off about 3 O'clock
 in the afternoon of same day and proceeded
 for Key West where we arrived on the 26th Just
 at about 1/2 Past 3 O'clock P.M.

Fearing Damage and loss.
 he enters this his note of Protest to be extended
 when and where he may think proper so to
 do

Done before me this 27th 3 Thompson & Crowe
 day of Oct - 1841 3

A Patterson
 Not Pub

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goods of her Lodiin from damage and
Loss

Thompson P. Crow
James Potter
Thom^{his} Perry
Mark

To Capt Oliver Cutts Master of the Brig
G. H. Wright. T. N. Porter master of
Sch^r Columbia and Samuel Henry Ship
Wright
Gent

you are requested to repair
on board of Brig Gasper of Halifax
N. S. Crow Master lying at the wharf of
C. C. Harv Esq^r. to Examine and Survey
her hull Tackle apparel furniture &c
to ascertain the damages sustained
while on Shore on Florida Reef. and make
your Report to me in writing under oath
as soon as Possible

in Testimony whereof I have
hereunto set my hand at
Key West this 1st day of
Nov A. D. 1841

Signed

Alexander Patterson
not Pub

135⁶²

Territory of Florida
County of Monroe
City of Key West

Moses Edmondson
Master of the Schooner, R K Call of Baltimore
of the burthen of Ninety Eight Tons or
thereabouts declares to have sailed from
the port of Baltimore on Sunday the 17
October having on board an assorted Cargo
bound for Key West & Tampa Bay
Experienced bad weather on the passage
and arrived at Key West on the 27
th Inst

Leaving damage and
Loss he enters this his note of
Protest to be extended when and
where he may think proper to do
do

Done before me
this 28th Oct 1841

Moses Edmondson

A. Patterson
Not Pub

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Hundred and Forty one

Oliver Cutty
Master of the Brig Gardner St. Wright
of Philadelphia
J. N. Porter Master of
Schooner Columbia
J. Harry Shipwright

We the undersigned Joseph Chaudois and
and John P. Baldwin having been called
upon by Oliver C. Hara Esq. St. B. M. V. C.
on the part of J. P. Crowe Master of the
British Brigantine Gasper of Halifax
N. Scotia and Asa T. Tift Esq. Merchant
agent of the Sabors to appraise
and determine the value of said Brig and
her Cargo viz

346 Bags Jamaica pimento	38752 $\frac{1}{2}$ lbs	
	@ 4 is less 20% duty	1240.08
78 Tons Jamaica Logwood	10 $\frac{1}{2}$	780 "
Shull Brig Gasper materials		3500.00
	Tolls	5520.08

have Estimated the Value of said Brig
and her Cargo as above Stated to be five
Thousand five Hundred and Twenty dollars
& Eight Cent (\$5520.08) free of all Expenses
&c

Given under our hands at Niz
west this Twenty Eight day of
October A.D. one Thousand Eight
Hundred and forty one

John P. Baldwin

154.70

Statement of John Gauld (upon oath)
 Master of wrecking Sloop Geo Eldridge in
 Case of the wrecked Brig Gasper off and for
 Halifax N.S. Thompson & Brome Master
 from Samarra Touching Salvage for wrecking
 Sloop Geo Eldridge, Texas & Brookhaven
 on Monday the 25 I Boarded the Brig
 Gasper on Cook Reef Blowing fresh from
 the north a little after Sunrise. I found
 her in 'about five feet water on the
 Sea Side and about seven to windward
 of her - She was nearly head on the reef
 She went up so far that she did not
 roll a great deal - at the time I Boarded
 the Capt was taking out a Redge and tried
 to heave her off But did not succeed
 Betwixt Seven and Eight I hauled my
 Vessel (the Sloop Geo Eldridge) alongside.
 Went and weighed the Brigs Redge
 and took her Small Bower anchor and
 carried it out with the Sloop Texas Boat
 in a different direction and hove taught
 on it, and kept heaving taught and
 lightening at the same time. Kept taking
 out Cargo until the Sloop was full.
 at the same time heaving on the anchor.
 Betwixt two & three o'clock P.M. hauled
 the Sloop from along side. The wind began
 to Blow harder from the northward and
 continued to Blow until we got her off
 at about 3 P.M. after waiting for the rise
 of the tide. we then proceeded with Brig
 towards Key west and arrived at about
 4 P.M. on the 26 day of October I had
 Employed 38 men, thirty Eight Men and three
 Vapels - the afternoon and night the Vessel

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Was gotten off it Blew a strong two reef
Breeze

Questioned by the Arbitrators
1st what did the reef consist of that the
Vessel was on

Answer — Sand rock and marl

2 as the wind Blew fresh the night you
got the vessel off do you think she
would have Remained during the
night in Safety

Answer

No

3 was the vessel to windward do you
think the Capt. Could have lightened
ed his vessel sufficiently that night
to have got her off without the assis-
-tance of the wreckers

Answer —

No

4 was the vessel to windward of the reef
or to the leeward and if to leeward
would not her sails have propped her
off

Answer She was to windward and her sails
would have propped her on and the
wind did not shift throughout
the night so that her sails could
have been of any assistance to force
her off.

5 how much water did the vessel draw
Before you commenced to lighten her
off — Answer about nine feet on
an even keel, there was a considerable
sea on and kept increasing with the
wind. Before I hauled off the Sloop
she thumped several times and came
near unhooking her Rudder having
started her Gudgeons. The Sloop

Geo Eldredge is Seventy Six tons

Questioned by O O Hara British Vice Consul

1st how much Cargo did you take out

Answer About 45 to 50 tons logwood and forty Bags pimento

2 have you Examined the Brig and does she appear ^{to be} Strained Answer - She

does not appear to be Strained
3 what time of tide was it that you measured the water along side

Answer - The tide had Ebb'd about one hour, this was a few minutes after I Boarded

4 how much did the tide rise that day

Answer - about two and a half feet

5 how much did you lighten her

Answer - about two feet forward

6 at high water after taking out the Cargo from forward do you think she was aground aft

Answer no I think she was not

7 how many vessels was employed in taking out the Cargo

Answer one Sloop Geo Eldredge

8 how was the wind

Answer from the north East

9 how did the reef Lay

Answer N. E & S. W.

10 what was the direction of the vessel's Bow as to the Bow

Answer I think the wind was on her Star board Beam

11 do you mean to say that you had the whole of the thirty Eight men Employed in getting the vessel off

Answer thirty four men were Employed on

Award

To all whom these present, shall come
know ye

That whereas a Certain matter
of difference has arisen Between John
Gould master of the wrecking Geo Eldridge
and T. P. Crowe Master of the British
Brig Gasper Respecting a Claim for Salvage
for Certain Services Rendered by the Said
John Gould and others to the Brig
Gasper while ashore on Florida Reef
and whereas the Said John Gould and
T. P. Crowe have Submitted themselves and
Become Bound to Each other by their several
Bonds Dated this Twenty Seventh day of
October A.D. 1841 in the Sum of five
Thousand dollars with Conditions to stand
to obey perform and fulfil the final
award arbitrament and Judgement of as
William H Wall and J. Hally arbitrators
indifferently Chosen and Selected and
Sworn as well on the part and Behalf
of the Said George Gould as on the
part and Behalf of the Said T. P. Crowe
to award arbitrate order and adjudge
Touching the Said Claims for Salvage,
and the Said Arbitrators having taking
upon ourselves the Charge of the Said
award and having Deliberately and at
Large Considered the obligations of Both
the Said Parties Concerning the premises and
Examined witnesses upon oath here find
the following facts as will more fully
appear by the testimony of the parties
hereto annexed, that the Brig Gasper
while on a Voyage from Jamaica to Halifax

With a Cargo of Logwood and Pimento got
 ashore on the Florida reef on or about the
 twenty fifth instant Before Day light
 at ^{about} Day light She was Boarded by the
 Sloop Geo Eldridge Texas and Brookhaven
 that Capt Gauld of the Sloop Geo Eldridge
 offered assistance on the part of himself
 and others which was Received he then
 with thirty four men or thereabouts went
 to work to save the vessel and Cargo
 by carrying out an anchor lightening
 vessel of it then appears that with this
 assistance the vessel was gotten off at
 about 3 P.M. of the same day, and Brought
 safely into the harbor of Key west
 Where She arrived on the twenty sixth inst=
 it also appears by the testimony of Capt=
 Gauld and which is corroborated by
 Capt Crowe that the wreckers worked
 well and in good faith, as as the weather
 proved after the Brig was gotten off
 the Reef. it is likely she would have
 Been lost without the timely aid of
 the wreckers, for he Capt Crowe does
 not think he could have got her afloat
 in time with his own means - in making
 up an award, we shall be governed as
 near as possible by the Rules that govern
 Courts of admiralty in similar Cases
 the property at risk Being Valued by
 Sworn appraisers at five Thousand
 five Hundred and twenty dollars and
 Eight Cents free of all Expenses we are
 therefore of opinion that two thousand
 dollars will be an Equitable and proper
 Salvage - and we the said arbitrators

Territory of Florida
County of Monroe
City of Key West

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John L. Gintan master of the Brig
mossy of Thomaston Maine of the burthen of one hun-
dred & Ninety Nine Tons or thereabouts declares to have
sailed from Trinidad Cuba on Tuesday the 16th day
of November Just having on board a cargo of Sugar
& molasses and bound to Philadelphia being short
of men and the men refusing to go on the voyage was
compelled to put into Key West for a sufficient
crew when we arrived on Thursday morning at
about 7 past one o'clock and came to anchor

This done and Protested Fearing damage
and loss he enters this his note of Protest to
be extended when and where he may think
Proper so to do
Done before me this
25th Nov 1841

John L. Gintan

A Patterson

Not Pub

James Rof Master of
the Brig Delaware of Charleston SC of the burthen
of one hundred & Sixteen Tons or thereabouts declares
to have sailed from the Port of Cienfuegos Cuba
having on the 1st Dec^r Just having on board a cargo
of Sugar & Molasses and bound for Charleston SC
on the first day out blowing Fresh The vessel
commenced Leaking & Continued to Increase so
that pumps were kept constantly going the
crew disabled by sickness and but one man
able to do any duty resolved to make the
first Port Possible on the 13th made Sand Key
and at 10 o'clock took a Pilot and proceeded
into Key West where we arrived and came to
anchor about 12 o'clock on the 13th

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Fearing damage and loss he enters
this his note of Protest to be extended when
and where he may think proper so to do
Done before me this
14th day of Dec 1841

Territory of Florida
County of Monroe
City of Key West

Charles R. Griffith master
of the Brig Laurence of New York of the Port of
One hundred & Twenty Tons or thereabouts declares
to have sailed from the Port of New York on
Wednesday the 8th day of December Inst having on
board a cargo of Hay provisions &c. & bound
to St. Marks by the way of Key West & Cedar
Keys. Experienced severe weather on the passage
and arrived at Key West on Sunday the 26th
the Inst

Fearing damage & loss he enters
this his note of Protest to be extended when and
where he may think proper so to do
done before me this
27th day of Dec 1841
J. Patterson
Not Pub

C. R. Griffith

Brig Delaware of Charleston S.C. of the further of one
hundred & fifteen tons or thereabouts who made before
me a note in Entry of Protest in due form

And on this fourteenth day of January
Eighteen hundred & forty two again came and ap-
peared the said James Rep Master Wm Kean Master

John Croft & Mate & Robt Keith seamen all of the
aforesaid brig Delaware of Charleston S.C. who being
by me the aforesaid Notary Solomunly and severally
sworn on the Holy Evangelist of almighty God do
depose and say that they set sail on board of
the said Brig ^{Kingston} Delaware in ballast and bound to
Cuba on the ^{ninth} twenty day of October, four last past
and that nothing seemed worthy of note during the voyage untill
~~Monday the 22nd~~ & arrival of Sugar and molasses and
Saturday morning, sixth 1841
~~leaved for~~ Charleston S.C., and nothing see Page 155

Thursday Dec 2^d 1841 commences
with fresh Gales from the N.E. and Cloudy weather
in, at 2 P.M. got under weigh and at 3.30 do.
discharged the Pilot at 4.30 do the fort bore N.N.W
Dist 8 Miles at 6 P.M. Light air from the north
at nine fresh Gales from the Eastward Middle
and Latter Part the same found the vessel to
make much water. Pumps attended every
half hour

Friday Dec 5 Commences with fresh
gales from E.S.E and clear weather and continued
so throughout the 24 hours. Nipples Leaking badly
and Pumps attended to every half hour

Saturday Dec 4 Commenced fresh Gale,
from E. S. E. all sail set Mr Snuffy Robert and
Joseph Seaman sick not able to do duty at 11
P.M. Squally single reefed the mainsail blew the
Fore Spence Fore top gallant sail & Fore top mast
staysail from the Boat Rope took them in
Repaired the fore top mast staysail and the Spence
in the best possible manner and set them

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Pumps attended to as usual

Dec 5th fresh Gales from S.E. at 11 P.M. breezed up A.C. and squally weather still sick Middle and latter part strong gales with a heavy crop sea close reefed the Topsail and mainsail uppel making a great quantity of water Pumps constantly at work being in this situation three men sick and unfit for duty worn out with fatigue and watching Resolved to make the nearest Port

Dec 6th strong gales from N.N.E. with a heavy crop sea running split the fore topsail clewed it up and hauled it. at 5 P.M. more ship E by N. three men still sick reefed the foresail and set it. Middle and latter part same uppel making much water & Pumps constantly going repaired the fore topsail and set it uppel Laboured much the fore topmast back stay chaffed off in the wake of the fore yard

Dec 7th steady gales from N.N.E. and cloudy with a heavy sea at 4 P.M. split the fore topsail and Foresail clewed them up hauled the topsail repaired the foresail and set it. men still sick & Pumps constantly going

Dec 8th fresh Gales from N.N.E. and cloudy weather repaired the Topsail & set it middle and latter part Pleasant Pumps constantly going

Dec 9th fresh Gales from E.S.E. at 6 P.M. fresh Gales from the Eastward and cloudy shortened sail Laboured back stay chaffed off in the wake of the fore yard. men still sick & Pumps constantly going

From the 10th to the 13th weather much the same at 5.30 Sailed Key Light bore E by N 1/2 N. at 8.30 am took a Pilot at noon anchored and 4 fms off the Town Capt went on shore and sent men on board to shew the Pumps the crew being worn out completely the Log contains 36 hours

Territory of Florida
County of Monroe
City of Key West

William Dunham Master of
of the Brig Lana of Calais Maine of the Parish
of One hundred & Ninety Eight Tons or thereabouts
declares to have sailed from the Port of New
York on Wednesday the ^{13th} day of April now last past
having on board a cargo of merchandise
and bound for New Orleans on Sunday Mor-
-ning may the first got on shore on Florida
Reef where it lay for about 24 hours was
assisted by wrecking Sloop George Eldridge
and Tides in sighting the Brig and succeeded
in getting off same day and proceeded for
Key West where it arrived on the third
Inst. in company with the two Sloops.

Having Damages & Loss. he enters this his
note of Protest to be extended when and
where he may think proper so to do
done before me this

3rd day of May 1862

H. Patterson
Not Pub

William Dunham

To Francis Wallington }
 Edward Dexter & } Port Wardens
 Wm W. Shaw } Ship Master
 Inttmen

You are requested to repair alongside, and on board of Brig Laura, Capt. Durham, laying at the Wharf of J. A. Brown Esq. and examine, and survey her hull Tackle, Apparell and Furniture, she having been on shore on the Florida Reef as reported, and sustained some damage, and make your report to me in writing, under oath - as soon as practicable.

Given under my hand ^{and Seal} at
 New York this 3rd day of May
 A.D. 1842 -

Alex Patterson
 Not Pub

The undersigned Francis Wallington & Edward Dexter, Port Wardens for this port duly Commissioned and sworn, and William W. Shaw Ship Master in compliance with an order to us directed from Alexander Patterson Esq Not. Pub. dated May 3rd 1842 To repair on board the Brig Laura Durham Master, now lying at Brown's Wharf to ascertain her present condition, she having been ashore on the Florida Reef -

Report. Same day repaired on board said vessel, and after a careful examination of her hull &c. and from the evidence of the Master & Mate, find the Brig ran ashore in moderate ^{& smooth} weather when she remained four & a half hours

and after tightening her about one foot. succeeded
in hauling her off. She is now perfectly tight
with no appearance of strains, and has not lost
or injured any sails rigging &c. &c. We therefore
recommend that she proceed to her port of dis-
charge, and there receive such further examina-
tion and repairs as be found necessary.

In testimony whereof we have
hereunto set our hands and
seals at Key West this 4th
day of May 1862

Signed

Francis Watlington - L.S.

E. Dyer - L.S.

W. W. Shaw - L.S.

Territory of Florida

County of Monroe

City of Key West By this Public Instrument of
Protest and declaration

Be it known and made Mani-
fest unto all whom it doth shall or may con-
cern that on this ^{in the year one thousand} thirteenth day of May One thousand
Eight hundred and forty two came and appeared
before me Alexander Patterson a notary Public duly
commissioned and sworn for the Territory and county
aforesaid William Dunkan Master of the ~~Boat~~ ^{Boat}
Brig Llama of Calais Maine of the burden of One
hundred & Ninety Eight or thereabouts who made
before me the aforesaid notary a note in Entry
of Protest in due form

And on this thirteenth day of May same
year again came and appeared the Said
William Dunkan Master Wm L. Knis Mate
Matee Paul Thickland & Alexander Hobart Seaman all
of the ^{Eduard Baens} aforesaid Brig Llama of Calais Maine

who being by me the aforesaid. Notary Solomely
and severally sworn on the holy Evangelists of
almighty god do depose and say that they set
sail on board of the ~~aforesaid~~ Brig Laura
at the Port of New York on Wednesday the 13th
day of April now last past having on board an
exported Cargo of Molasses and Lard for New Orleans
and that nothing material happened during
the voyage worthy of note here untill Sunday
May 1st commenced light winds and clear weather
at midnight saw several vessels in shore showing
lights at 2 sound ed no bottom at 4 am no
bottom Light bore NW distant 9 miles kept the
Lead going no bottom untill 5 am got bottom in
12 fathom kept off SW by S. at 7 am found shore
water put the helm hard up and kept off SE by S
off a few minutes and struck and stopped at that
time bore the sails aback, the Sloop Texas and
Sloop George Elledge boarded. took the small anchor
and hauled out, Sloop America came alongside
and assisted here taught Hauler, at 8 am
commenced taking out cargo putting it on board
Sloop Texas and George Elledge to lighten the
Brig at 12 noon lightened her so as to leave her
off, and proceeded towards Key West, inside the
Key where we arrived on the 3rd day of May and
came to anchor and after hauled in to the
Wharf. this day was at midnight to commence
the Harbour Log. Wednesday 4th May commenced
light breezes and clear in discharging
goods from the Wreckers found two hunks
marked E Gunter missing contents unknown
also one Basket Sweet oil supposed to
be lost in putting them on board of the
Sloop from the Brig

83

Territory of Florida
County of Monroe
City of Key West

Dan. M. Sisson Master
of the Schooner Southerner of New Bedford Mass.
of the Burthen of Ninety Nine Tons or thereabouts
declares to have sailed from the Port of New Bedford
on the 10th day of November now Last Past. hav-
ing on board a cargo of Sperm Oil Candles &c.
and bound for New Orleans. experienced very heavy
weather on the Passage on the 2nd Inst. carried away
fore mast, on the 2nd Inst. in going got on shore
on the Florida Reef near Key West in steering
in - where she lay a half hour or thereabouts
sticking very heavily awind in the harbour
at about 7 o'clock P.M.

Fearing damage and Loss he enters
this his note of Protest - to be extended when
and where he may think proper so to do
Done at Key West
This 3 Nov 1842

Daniel M. Sisson

A. Patterson

G. Washby Master of the
Brig Almada of Mystic of the burthen of one
hundred & Ninety Tons or thereabouts declares
to have sailed from the Port of Key West on Sat-
- day the 3rd day of Dec Past having on board
a cargo of Rail Road Iron and bound for Sanier
Geo. on the same day after getting out in the
Gulf he commenced Leaking and continued until
I judged it necessary to put back here at
Key West at about 2 o'clock P.M. where we arrived
at 5 - Fearing damage and Loss he enters this
his note of Protest to be extended when and where
he may think proper so to do
5 Dec 1842

G. Washby

Territory of Florida

County of Monroe

City of Key West

John McNamee master
of the Brig Mocha of Boston Mass of the Bunker of
Two hundred & forty two Tons or thereabouts declares
to have sailed from the Port of Bordeaux, France on
the 13th day of August now last past having on
board a Cargo of Wines &c. and bound for Orleans
La. experienced pleasant weather on the passage
on Tuesday Morning Civil Time at 1st Past 12 o'clock
got on Shore on the Florida Reef beat over and
came to anchor in channel got under weigh
at about 8 o'clock after sounding out the
channel and at 1st Past 8 struck again where
we lay until 2 o'clock the tide being ebb
rised thumping down and repel Leaking some
took assistance of Sloop West Point & Schooner
who took out cargo and Lighted her off Proceeded
for Key West where we arrived on Wednesday Morn
at about one o'clock.

Leaving damage & loss he
Enters this his note of Protest to be extended
when and where he may think Proper so to do
Done before me this

5th day of Sept 1842

A. Patterson

Not Pub

B. McNamee

Territory of Florida
 County of Monroe
 City of Key West

Richard Johnson master of
 the Ship Persia of Newburyport of the burthen of
 Three hundred thirty Tons or thereabouts declares to have
 sailed from the Port of Newburyport on the 15th day
 of November last having on board ^{part of} a cargo of
 Bay Mackerel & Potatoes and bound for New
 Orleans. on the 22nd last sea time got on shore
 on Florida Reef near Looe Key where we lay
 from 11 P.M. untill 12 M on the 23rd when we
 succeeded after lightening the Ship in getting
 her off by the assistance of the wreckers
 proceeded for Key West where we arrived in
 the evening of the 23rd at about Eight Ock
 and came to anchor the wreckers in
 Company

Having Damage and Loss he
 enters this his Note of Protest to be extended
 when and where he may think proper so
 to do

Done before me this
 24th day of Nov 1842

Richard Johnson

A Patterson
 Not. Pub

United States of America
 Territory of Florida
 County of Monroe
 City of Key West

By this Public Instrument
 of Protest and Declaration

Be it known and manifest
 unto all whom it doth shall or may con-
 cern that on this Twenty fourth day of Nov
 in the year of our Lord one thousand Eight
 hundred and forty Two Personally Came
 and appeared before me Alexander Patterson
 a notary Public duly Commissioned and
 sworn for the Territory and County aforesaid
 Richard Johnson Master of the Ship Persia of
 Newburyport of the burthen of Three hundred and
 thirty Tons or thereabouts who made before me
 the aforesaid notary a note in Entry of Protest
 in due form

And on this 24th day of Nov same
 year again came and appeared the said Richard
 Johnson Master Jacob Moyer Mate George Short 2^d Mate
 Small W. H. Salisbury James Banford George Remick Seaman
 all of the aforesaid Ship Persia who being by
 me the said notary solemnly and severally
 sworn on the holy Evangelist of Almighty God
 do depose and say that they set sail on board
 of the aforesaid Ship ^{Persia} at the Port of Newburyport
 on the first day of November Inst having on
 board a part of a cargo of Hay Potatoes Mack
 all ^{and bungs for the Port of New Orleans} and that nothing material occurred
^{nothing of a material nature} during the voyage untill ~~the~~

Tuesday 22nd day of Nov
 Commenced with moderate breezes and hazy
 weather all necessary sail set

at 10.30 am discovered light water alongside the ship sounded directly and found five fathoms. Judging the ship to be nearing the Land kept off thinking to get deep water, the weather being at the time fogged by the sea and line the water to be getting more shoal kept off still and at 11 P.M. struck Bottom in 10 1/2 feet water. Shortly after Sun Cove Rocks about one fourth of a mile outside of the ship, got out a small anchor with about 50 fathoms of Hauler and hove taught and found the ship had aground. Commenced hoisting out ballast to lighten ship, and about 11 am the Capt of a Key West Mucker came alongside to ascertain if the Capt required assistance found that it was impossible to get the ship off and save the cargo consequently he ordered his Lighter alongside and commenced loading with Bbls of Mackerel.

Nov 23 Commences with fresh Breezes from N.E. two Lighters alongside put fifty five whole and seven half Bbls Mackerel & about sixty tons of ballast on board of the Mucker. got one of the ships large anchors out to the N.E. Eastward and about seventy five fathoms of Chain cable and hove taught, took a steam anchor and sixty fathoms of Hauler and hove taught on it. with both the Lighters Crew and Ship's Company found the ship hard aground took out more ballast. and at 12 Meridian maned the windlapp and Capstern, and with much difficulty succeeded in getting the ship off the bank.

Nov 24th Commences with light Breezes from the North and East, found the ship clear and in deep water made sail, Pilot came on board to take the ship to Key West where we arrived at about 5.30 P.M. and came to anchor, in the Harbour.

And the said appearers do further severally declare and attest that the said ship *Peria* at the time of her departure from the aforesaid Port of Newburyport was tight staunch and strong her hatches well and sufficiently caulked and covered and was full and sufficiently manned and provided with all things needfull and necessary for said Intended voyage and the said appearers and ships Company did their utmost endeavors to preserve the said ship and the goods of her Lading from damage and loss

Richard Johnson
 Jacob Stoyes
 George Short
 Benjamin Small
 W^m H. Salsburg
 James Bangs
 George Remick.

And therefore the said Richard Johnson did declare and Protest and by these presents doth solemnly Protest against all and every Person or Persons whatsoever whom it doth shall or may concern and doth declare that all damages losses and detriments that have happened to the said ship and the goods of her Lading are and of right ought to be borne by the Merchants freighters Insurers and all others concerned in any manner whatsoever by way of average or otherwise the same having occurred as before mentioned and not by or through the insufficiency of said vessel the neglect of said appearers or any of said

Manners

This done and Protested at Key West
this Twenty Sixth day of November in the year
of Our Lord one Thousand Eight Hundred
and forty Two

JS

In testimony whereof I have
hereunto set my hand and seal
at Key West this day and year
Last above Written

Stephen Patterson
Not Pub

Richard Johnson master Jacob Hayes mate
George Short 2nd mate Benjamin Small William
H. Salisbury James Bauford & George Kemmels
seamen all of the aforesaid Ship Perdia of
Newburyport who being by me the said Notary
separately and severally sworn on the holy
evangelist of a mighty God do depose and
say that the foregoing Protest hath been
clearly and distinctly read over to
them the said deponents and that the
matters and things therein contained are
just and true in all respects as the same
are therein particularly alleged declared
and set forth

LS

In testimony whereof I have
hereunto set my hand and
seal of Office at Key West
this Twenty Sixth day of
November in the year of
our Lord one thousand Eight
hundred and forty Two

Stephen Patterson
Not Pub

90
County of Monroe
City of Key West

George I Hall
Master of the Ship North America of New York
of the burthen of ^{thirteen} ~~thirty~~ Tons or
thereabouts declares to have sailed
from the Port of New York 4th
of Nov^r Inst having on ^{board} a part of
a cargo of ~~Madras~~ ^{Madras} ~~apricots~~ ^{apricots} and bound
for Mobile & ^{Spain} ~~Spain~~ ^{Spain} heavy weather on
the passage in the Sat^d 24, 27 the Ship
struck in about 2 fathoms Water carried
away her rudder & immediately came
to anchor on Tuesday morning after fitting
a temporary Rudder at about 10 o'clock
got under weigh and proceeded on our
Voyage at about 9 o'clock next morning
made Sullivan Key and at about 10 o'clock
got on shore on the Delta Shoal
Florida Reef made every exertion to
force the Ship over on Saturday
evening found the Ship making water
commenced lighting her with the ap=
-istance of mechanics and succeeded in
getting the principal part of the cargo
out by day light next morning
between 9 & 10 o'clock left the Ship in
Sloop Eliza Catherine with the cargo
for Key West where we arrived on
the evening of the same day at 4 P.M.
Sunday Having done up and
up he enters this his note of Protest
to be extended when and where he may
think proper so to do Geo I Hall

28 Nov 1842

United States of America
Territory of Florida
County of Monroe
City of Key West

By this Public Instrument of
Protest and Declaration

Be it known and made
Manifest unto all whom it doth shall or
may concern, that on this ~~thirtieth~~^{twenty eighth} day of Nov
in the Year of Our Lord One Thousand eight
hundred and Forty two, personally came and ap-
peared before me Alexander Patterson a Notary
Public duly commissioned and sworn for the
Territory and County aforesaid George S. Hall
Master of the Ship North America of New York of
the burthen of Four hundred & Ninety Tons or thereabouts
~~declared to have sailed from the Port of New York 4th~~
~~of Nov Inst. having on board a part of a cargo of~~
~~Merchandise assorted and bound for Mobile.~~

who made before me a note in
Entry of protest in due form of November
And on this thirtieth day, I saw
you again came and appeared the said Geo
S. Hall master Thos Brutwell water Isaac Seasey?
Thos Goldsborough W Duffey & Thomas Mitchell seaman
all of the aforesaid ship North America of
New York who being by me the said Notary
solemnly and severally sworn on the holy Evangelist
of Almighty God, do depose and say that they
set sail on board of the aforesaid ship, North America
at New York on the fourth day of November inst
having on board a part of a cargo of Merchandise
assorted, and bound to the Port of Mobile and
that nothing material occurred ^{unthy of her voyage} during the Voyage until
the twentieth of November, This day commenced

with strong Gales from the N N W^e and squally weather, at
4 P M Little Stirup Key bore by compass S W^e 6 Miles
Dist, At 5 P M Stirup Key bore S by E kept her off W by N
At 5-30 P M Stirup Key bore per compass E S E 9 miles
dist, kept her off S W by S, At 8-30 P M kept her S W
At 1-30 A M kept her S West, At 4 A M saw three Ships
steering S Westerly, At 6 A M hove 3 fathoms to 3 1/2 up to
7-30 shoalend the water to 2 fathoms, Ship struck very
heavy, Deepened the water to 3 fathoms, Shoalened again
to 2 1/2 fathoms, Ship struck and knocked her rudder off
just below the rudder case, got out a hawser and bent
on a spar for a drag and tried to steer the Ship off the
Bank with the help of sails, Hoisted Signals of distress
and the Schoer Ellen of Braintree bound to Mobile took
off Fifty Stowage & two cabin passengers, All the men
turned to with myself and got out the Launch &
took the Mizzen topmast for a Rudder, Let go the Anchor
in 3 fathoms of water, kept to work all night getting the
Rudder ready for Shipping, At 12 Meridian Lat. Obser-
vation 24-27, Long Chronometer 79-13 At 1 P M calm
weather, got the Rudder shipped at 2 P M on the 22^d
continued calm until midnight, wind springing up to the N E
At 4 A M hove up the Anchor and got underway, the Ship
went about 1/2 mile dist & struck in two fathoms of water
got out a hawser and a spar to assist in steering, kept
carvass on the Ship and at 8-30 A M she came off, Saw
some Pieces of her false keel, came off the Banks steering W N W
Ship being unmanagable in shoal water as soon as she
deepened her water steered very well, Saw a Brig steering
to the S W by W, hoisted a signal of distress, Settled down top
Gallant Sails see she did not gain on us any set them again
Soundeda the pumps and found she did not leak any
All hands doing their best Endeavour to get the Ship into
the first Port Lat Ob 24-21- 22^d Nov

Remarks on board Wednesday 23^d This day commenced
with light Wind an pleasant weather, A Brig in sight =

hoisted the Ensign Union down At The main royal mast
head, Ship unmanageable settled down Main and
Mizen topsails & halliards getting dark hoisted a light
she showed none kept it up all night, Weather looking
squally, wind increasing took Main top Galt Sail & fore
in ~~the~~ And Mizen Topsail & At 6 AM saw A Ship steer
ing to the N N W. hauled up W by N & hoisted a sig
nal half Mast to the Main kept her so two hours At
9-30 saw the land on Cape Florida Bearing West
Lat Obs 24-50 Remarks on Board Nov 24th, This
day begins with calm weather, Ship laying on to the
Land At 1-30 PM Long Island Key bore per compass
N N by W dist by estimation 16 miles, At 8 PM got into
10 fathoms water, still shoalened, clewed down the mizen
topsail, did not pay off clewed down the Main top
Galt Sail & Main Top Sail, head yards being braced sharp
jib sheets to Windward, ~~still~~ shoalened the water to
two fathoms Ship struck at 10-30 PM Let go the Anchor
Ship laboring some, At 4 AM found the water rising made
all sail to get her off the Bank, At 8 AM some boats came
off from shore, Ship went ahead about half her length The
next high (25th November) water got the Starboard Anchor & 30
fathoms of chain ^{over} hove home the Anchor still kept prep of
canvas on her to get her off Ship leaking about four hundred
Strokes ^{in 11} per hour At Midnight increased to about Five
hundred Strokes and still 26th increasing At 8-30 PM
on the 26th found water gaining Ship had bilged kept both
pumps a going found did not free her, hailed the Hoop
Eliza Catherine Capt Wilson to come to assistance in
saving ^{the} cargo from getting wet kept the port of Ship
company employed a pumping While getting out
the cargo saw that some Oil had bilged yesterday
Unknown 27th This day commenced with strong Breeze
from the North and flauy, the Hoop Eliza Catherine left
the neck at 10 A.M. for Key West, with a Load
of Goods & Store Stores, Capt Wall & Mr Swaney

Second mate left the wreck for Key-West at 11.30 A.M. the Sloop George Eldridge came alongside, commenced getting out Cargo. the Iron out of the hold being ^{then about} 8 feet ^{water} in hold at high water. some men at work stripping the wreck. and saving all the best advantage, got the Polly Boat out and she filled with water immediately.

28th Commenced with strong gales and squally weather, continued at work stripping the wreck, got out the Long Boat. finished stripping the rigging & got out all of the Cargo. that could be got with the exception of about seven tons of Iron, which lay in between decks. The George Eldridge hauled away from the Ship, with the sails & rigging - crews baggage &c - for Key-West. The Sloop Savina went alongside of the wreck for to take the balance of Iron & the Polly Boat. The Mate - myself. went on board of the G. Eldridge with baggage taking the Long Boat in tow & proceeded to Key-West. Left the Ship with about seven ~~nine~~ ^{nine} feet of water in the hold

And this said officers and Ship's Company do further severally declare and attest that the said Ship North America at the time of her sailing from the aforesaid Port of New York was tight - staunch and strong her hatches well and sufficiently caulked and covered and was full and sufficiently manned and provided with all things needfull and necessary for the said Intended voyage and the said

appears and ship's company did their utmost
endeavour to preserve the said ship and the
goods of her Lading from damage and
loss.

Geo. S. Hall
Thos Brintnell
J. Newman
Hath. Dwyer
Thomas Goldborough
Thomas ^{his} Mitchell
Mark

And therefore the said Geo S Hall did
~~in the presence of the ship's crew and the goods of her Lading~~
do declare and protest and by these presents
doth solemnly protest against all and
every person or persons whatsoever whom
it doth shall or may concern and doth
declare that all damages losses and det-
riments that have happened to the said
ship and the goods of her Lading
are and of right ought to be borne
by the merchants, Freighters, Insurers
and all others concerned in any man-
ner whatsoever by way of average
or otherwise the same having occurred
as before mentioned and not by
or through the insufficiency of
said vessel, the neglect of said appears
or any of his Mariners

This done and protested at Key West
this Thirtieth day of November in the year
of our Lord one thousand Eight hundred
and forty two

Testimony whereof I have hereunto
set my hand and Seal of Office
day and year last above written
Alexander Patterson
Not Public

George Hall master Thomas Panture
 Mate S. M. Masey 2nd mate Catharine Duffey
 Thomas Goldsborough & Thomas Mitchell all
 Seamen of the aforesaid Ship North America
 of New York who being by me the aforesaid
 notary solemnly and sincerely sworn on
 the Holy Evangelist of Almighty God do depose
 and say that the foregoing Instrument of
 Protest hath been clearly and distinctly read over
 to them the said deponents and that the
 matters and things therein contained are just
 and true in all respects as the same are
 therein particularly alleged declared
 and set forth

L. J.

In testimony whereof I have
 hereunto set my hand and seal
 of Office at Key West this thirtieth
 day of November in the year of our
 Lord one thousand Eight hundred
 and forty Two

Wm. A. Patterson
 Not Pub

Territory of Florida
 County of Monroe
 City of Key West

Richard A. Bullen Master
 of the Brig John A. Calhoun of Charleston of the
 Burthen of One hundred & Seventeen Tons or
 thereabouts declares to have sailed from
 Charleston on the 24th Nov now last (sail-
 having on board a cargo of Rice and
 bound for Havana on Sunday 27th
 November got on shore on the 1st of

Reef man Ceasers Creek threw over a quantity
of Bags & Sacks of Rice to lighten Ship but did
not succeed in getting off untill after mid
night when she beat over the reef and we
came to Anchor. in beating over the reef lost
Rudder Round house &c. got under weigh on
Monday morning and tried to steer her
down with her sails but could not work
in saw so many Shoals came too again
at about 10 O'clock on Tuesday morning
mackerel came along side took out a few
Cask of Rice say 8 or ten Cask to enable me
to steer the Brig at about 12 O'clock got under
weigh with the Sloop America ~~to steer~~
the Brig and proceeded for Key West where
on shore and since off reef Leaking about
1200 Strokes per hour arrived at Key West
at about 7 O'clock on Thursday Evening
and came to Anchor off the Light

Fearing damage and loss he enters
this his note of Protest to be extended when
and where he may think proper so to do
Done before me
this 2nd day of Decr
1842

A Patterson
Not Pub

Richd H Buller

United States of America
 Territory of Florida
 County of Monroe
 City of Key West

By this Public Instrument
 of Protest and declaration.

Be it known and made
 manifest unto all whom it doth shall or may
 concern that on this Second day of December in the
 year of our Lord one thousand eight hundred and
 forty two came and appeared before me Alexander
 Patterson a notary Public duly commissioned and sworn
 for the Territory and county aforesaid Richard A Bullen
 Master of the Brig John C Calhoun of Charleston
 S Carolina of the burthen of One hundred &
 Seventeen tons or thereabouts who made before
 me a note in Entry of Protest in due form

And on this Fifth day of December same
 year again came and appeared the said Richard
 W Bullen Master E. O. Menden Mate William Harris
 & George Baker. Seaman all of the aforesaid
 Brig who being by me the said notary solemnly
 and severally sworn on the Holy evangelist of
 Almighty God to depose and say that they
 set sail on board of said Brig John C Calhoun
 at the port of Charleston on the Twenty fourth
 day of November now last past having on
 board a cargo of rice and bound to ~~San Francisco~~ ^{Havana} ~~Florida~~
 and that nothing material occurred during the
 voyage worthy of note here untill Monday
 November 28th commences with a strong,
 breeze and cloudy weather at 3 P M made
 Cape Florida light house bearing S W
 by S distant about 10 miles. at 4 30 lited
 ship and set the topmast steering sail the
 light house bearing N E S T. distant about 12 miles

at 5.30 P.M. the vessel struck and brot up on a reef of sand and coral took in the steering sail gafftop sail and mainsail, and backed the yards, sounded all round and found the water to vary from 6 feet to 2 fathoms. deeming it necessary for the safety of the vessel, commenced lightening her, by starting water cask and throwing over the cargo. after throwing over about fifty Casks of Rice and the like number of bags. finding the vessel diving farther on the reef stopped Lightening her. the vessel all the time striking hard and making considerable water. at about 3 A.M. the main braces and pintals gave way and it came up into the round house. at 4.30 A.M. she beat over the reef. let go the best anchor in 2 1/2 fathoms and paid out all chain, at 6 A.M. counted and found the vessel to be leaking at the rate of 1200 strokes per hour. at 10 A.M. hove up the anchor. and attempted to run down along the Land. but being unable to keep her head off shore Anchored again in four fathoms at 10.30 having to all appearance parted the chain. and drifting fast toward the Land let go the other anchor and paid out all chain and as the last resort got the kedge on the bow and bent the hauser. to it ends with a fresh breeze from E.N.E. and cloudy weather

Tuesday November 29th fresh breeze and cloudy weather sent down the fore top gallant yard and mast and main topmast and all the rigging attached thereto. during the night squally with rain in the morning cut a hole through the stavebol and made a steering out of the main topmast and shipped it at 10 A.M. the wrecking Schooner, and sloop America came

100
alongside discharged a few cask of Rice
into the sloop and manna the sundlap
finding that both flukes of the best bower
anchor was gone. and that the chain of the
other anchor was foul in such a manner
as to render it impossible to clear it made
sail and slipped ~~both~~^{one} chains and unshackling
the other and letting the anchor go, towing the
sloop astern to steer the Brig ends with
a pleasant breeze and fine weather

Wednesday Nov 30th pleasant weather
got 2 Anchors and one chain from the
muckers. and came too at 6 P.M. at 10 a.m.
got underway and proceeded for Key
West - when we arrived on the 2nd day of
December.

And the said appraisers do further
specially declare and attest that the said Brig
John Calhoun at the time of her departure
from the aforesaid port of Charleston was tight-
 staunch and strong her hatches well and
sufficiently caulked and covered and was
full and sufficiently manned and provided
with all things needfull and necessary for the
said intended voyage. and the said appraisers
and ships company did their utmost endeavor
ones to preserve the said Brig and the goods
of her lading from damage and loss.

Richard H. Bullen
C. Murden
J. W. Beckles
William Harris

Territory of Florida
 County of Monroe
 City of Key West

Cornelius Curtis Master
 of the Brig Lawrence of Charleston of the Tonnage
 of one hundred & twenty Tons or thereabouts
 declares to have sailed from the Port of
 Charleston on Monday the 28th ~~November~~ having
 on board a cargo of Mice bound to Mobile
 on Thursday the 1st of December. got on shore
 on the Florida Reef near Ceasar Creek where
 we lay for about a half hour in sticking
 on the heads and ~~going off~~ ^{backing off} the Reef can-
 not way the Kadder came to anchor after
~~backing off~~ with both Anchors ^{ahead} where we
 lay for about three hours when we were
 assisted ^{by the Spanish Row} after getting under weigh and
 steering & Piloting the Brig in getting under
 weigh lost the Small Bower about 15 fms
 chain Proceeded for Key West where we arrived
 on the 3^d at about 7 Ock PM

Leaving Damage and Loss
 to enter this his note of Protest to be extracted
 when and where he may think Proper to do so
 5 Dec 1842
 Cornelius Curtis

On this 8th day of December in the same year again came and appeared before me the aforesaid Notary the said Geo. S. Hall master Thomas Buntrell mate & I Mary 2^d mate all of the aforesaid Ship with arms who being ^{by me the aforesaid notary solemnly and on the Holy Evangelists} ~~solemnly~~ & ~~seriously~~ sworn do depose and say that before leaving New York in said ship there were two boxes shipped on board of said ship said to contain money one marked Wm Sayre Mobile ^{MO} of Liberia said to contain nine hundred & sixty five & one marked CHB ^{CHB} ~~CHB~~ ^{27K} ~~CHB~~ said to contain ten thousand dollars in gold which boxes were stored in a proper place and at the time of the disaster of the said ship the said boxes when the boxes were looked for in the place where they were stored, after the wreckers had been at ^{work} a short time the boxes said to contain Gold could not be found. Immediately made strict search on board of the ship & Wreckers but could find no trace of it on my arrival at Key West in the weeks made another strict search but could not find any thing of the Box the matter was investigated before the Superior Court and every possible means resorted too to find it out where it was but no clue could be got to it

Therefore the said Geo. S. Hall did declare and protest and by these presents doth solemnly Protest against all and every Person or Persons whatsoever whom it doth shall or may concern and doth declare that all damages losses and detriments that have happened to the said Boxes are and of right ought to be borne by the merchants Freighters owners and all others concerned in any manner whatsoever by way of average or otherwise

The same damage occurred as before
mentioned and not by or through
my neglect or the neglect of any
of the said appellants.

This done and protested at
Key West this Eighth day of
December in the year of our
Lord one thousand Eight hun-
dred and forty two

Geo. S. Hall
T. Brinton

J. W. Wasey

Territory of Florida
County of Monroe
City of Key West

The Master of
the Brig Magnolia of New York of the Brothers of
One hundred & fifty five Tons or thereabouts declares
to have sailed from New York on the 23^d Nov. now
last past having on board a cargo of assorted mules
and horses for Key West & St. Marks. Experienced
severe weather on the passage, and lost part of
consisting of ^{Seventeen Barrels of} ~~Seventeen Barrels of~~
Deck boards & one Galley &c.

Hearing Damages and Loss.

He enters this his note of Protest to be extended
when and where he may think proper so to do.
Done before me this
9th day of Dec^r
AD. 1844

Wm. West

A. Patterson
Not. Pub.

United States of America
 Territory of Florida
 County of Monroe
 City of Key West

By this Public Instrument of Protest and declaration

Be it known and made manifest unto all whom it doth shall or may concern that on this Ninth day of December Instant in the year of our Lord one thousand eight hundred and forty two Personally came and appeared before me alexander Patterson Notary Public duly commissioned and sworn for the Territory and County aforesaid A. J. Mueleneer Master of the Belgian Brig Charles Lucret of Antwerp of the burden of Two hundred & Nine Tons or thereabouts who made before me the aforesaid Notary in Note in Entry of Protest in due form

And on this Ninth day of December same year again came and appeared the said A. J. Mueleneer Master & Volting Mate ~~and~~ Lophoon 2nd Mate H. Paise & Batcher Matthias Roll & 7 Christian Seamen are of the aforesaid Brig Charles Lucret of Antwerp who being by me the aforesaid Notary solemnly and sincerely sworn on the Holy Evangelist of Almighty God do depose and say that they set sail on board of the aforesaid Brig at the Port of Havana on the morning of the fifth day of December Inst having on board a Cargo of Sugar Cigars & Tobacco and bound for Antwerp and that nothing material happened worthy of Note here until the 6th day of December 1842 at 12 o'clock Lat^o 24.53 - Long^o 79.58. Tacked to the South^o and Eastward at 6 at Night tacked ship to the N. E. stiff breeze thick weather with rain about 12 at Night we

saw white water twice the lead and in the time of heaving the lead the vessel struck and knocked off her rudder she fell off before the wind and lay head and fast on the reef fixed the pumps and pumped about one hour and found the vessel with five feet water in the hold put the boats overboard and a day breaking came some wreckers alongside and began to discharge cargo on board of 2 vessels having one on each side - discharging Cigars Tobacco & Sugar about 11 O Clock in the morning the vessel heeled over on the Starboard side with her hatches in the water scuttled the deck on the Starboard side and took out all the cargo that could be saved. Stripped the vessel of Sails Rigging Anchors Chains and every thing of value that could be saved took the crew on board of the wreckers and proceeded for Key West where we arrived on the 8th Inst at 9 ock P.M.

And the said appearance do further severally declare and attest that the said Brig Charles Deane at the time of her sailing from the aforesaid port of Havana was tight staunch and strong her hatches well and sufficiently caulked and covered and was full and sufficiently manned and provided with all things needfull and necessary for said Intercourse voyage and the said appearance and Ship's Company did their utmost Endeavours to preserve the said Brig and the Goods of her Lading from Damage and Loss.

A. J. Melenaer C. Notting. "Mate"
A. Lohmann 2nd Mate

J. B. Auer C

Carl Bötcher
Matthias Koll

178
And: Therefore the said J. T. Muelenaar did
declare and protest and by these presents doth
solemnly protest against all and every person or persons
whatsoever whom it doth shall or may concern
and doth declare that all damages Losses and Detriments
that have happened to the said Ship and the Goods
of her Lading, and and off right ought to be borne
by the Merchants Freighters Insured and all others
concerned in any Manner whatsoever by way of
Average or otherwise the same having occurred as before
mentioned and not by or through the insufficiency of
said Vessel the Neglect of said Officers or any
of the Maturity.

This done and protested at Key West
this 10th Day of December in the Year of our
Lord One Thousand Eight Hundred and forty-two

In testimony whereof I have hereunto set
my hand and Seal of Office Day and Year
last above Writing.

Alex^r Petersen
Notary Public

J. T. Muelenaar Master, E. Volting Mate, A.
Liphorn 2nd Mate, St. Pann Carl. Datcher, Mattheus
Pee all sworn of the aforesaid Port Charles Luns
of Antwerp who being by me the aforesaid Notary solemnly
and formally sworn on the Holy Evangelist of Almighty
God do depose and say that the foregoing Instrument
of Protest hath been clearly and distinctly read over
to them the said Deponents and that the Matters and
Things therein contained are just and true in all respects
as the same and therein particularly alleged declared and set forth.

In testimony whereof I have hereunto set my hand
and Seal of Office at Key West this the 10th Day of
December in the Year of our Lord One Thousand Eight
Hundred & forty-two Alex^r Petersen
Notary Public

Territory of Florida
County of Monroe
City of Key West

Gustavus, M. Holmes
Master of the Schooner *Quinn* of Belfast Maine
of the Berthen of Middy Lons or Thereabouts declares
to have sailed from the Port of St. Jago de Cuba
on the 25th of September now last past having
on board a cargo of Tobabacco Coffee Sugar &c
and bound for Boston on the 3rd of October
off Cape Antonio experienced a severe Hurricane
from the Northward in which we lost four sail
stow deck Load of Molasses and Lost Houses
Trunks &c off deck and rec^d some damage
in hatched bow by the strength of sea and
upel much steamed in Hull and rigging
and Sails more or less injured.

Feeling Damage and Loss by Cause
this his note of Protest to be extended when
and where he may think proper so to do
Done before me this 18th day of October
1844
J M Holmes

A Patterson
Not Pub

County of Monroe
City of Key West

Wm B Long Master
of the British Schooner of Blackton
of the Breaker of a Party on board or
thereabouts declares to have sailed from
the Port of Tampico on the thirtieth day
of November now last past having
on board a cargo of Lumber and boxes
for Liverpool Experience heavy weather
on the passage blew away our foremast
split the mainmast and carried away head
of foremast upper damages considerably
in her hull - & making much water lost
one man on board - Bore up for Key
West to bring the nearest port to repair
damages in crossing the Bar struck heavily several times and
arrived at Key West on Tuesday Morning the 13th Dec^r.
Having damages and loss he
Enters this his note of Protest to be extended
when and where he may think proper
so to do

Wm B Long

Done before me this
13th Day of Dec^r 1842
Hest Patterson
Notary Public

Territory of Florida
County of Monroe
City of Key West

John Williams Master of the
Schooner Joseph Graham of Charleston S.C. of the
burthen of One hundred & forty Six Tons or thereabouts
declares to have sailed from the Port of Charleston
on Sunday the ~~Seventy~~ Eighth day of May
now last past having on board a cargo of Lumber
Bricks &c and bound for Key West Florida. Experi-
enced very heavy Gales from N. N. W. Wind Labouring
very much and Leaking Badly on Tuesday 7th Inst
at about 10 o'clock A.M. blowing fresh and thick &
squally got on shore on the Florida reef wash
woman Shoals where she lay for about one
hour thrumping heavily which increased her
leak to about 490 strokes per hour succeeded
in getting off and arrived at Key West at
about 10 o'clock same day and came to anchor
off the Wharves.

Fearing damage and loss he
enters this his note of Protest to be extended
when and where he may think proper so to
do.

Done before me this
8th day of June
A.D. 1843

John Williams

A. Patterson
Not Pub

looking squalls came to anchor and furl'd all sails at 5.30 made Orange Keys bearing S.W. at 6 A.M. and South Shore up the anchor and made all sail & sail in sight at anchor at 7 am left the banks at 8.30 am the Orange Keys bore N by E. distance four miles latter part pleasant

Tuesday June 1st 1843 Commences with light winds and squally with rain and continued through the night latter part pleasant. 4th Commences with squally weather and stiff-
 being winds at 3.30 the wind changed very sudden to the S.W. with very heavy rain, at 4 P.M. made the land (Florida Shore) bearing N.W. distant 10 Miles Midnight Pleasant Gales and Cloudy at day light Land & sail in sight at 9.45 A.M. struck on a reef of rocks very heavy about 3 Miles from land thought it would take the masts out of the Schooner she rolling and twisting and grinding very heavy on the rocks expecting every bump she would take the masts out of her sounded the Pumps and found she made a great deal of water leaking 500 strokes per hour pumped all sail on her to get her off and she ground on the rocks very heavy Expecting every moment she would unship her sudden looking at the masts found she had sprung the foremast and started the ketch band and caused it to chafe the mast very bad and worked the bowsprit loose so that it jumped up and down a foot and worked the Cap of the bowsprit and split it run out ledge and hauler 60 fathoms to try to heave her off and when she went off with a strong breeze was obliged to slip it, the Schooner leaking 500 strokes per hour. at 12 Meridian made Key West Light house and at 1 P.M. took a Pilot and at three came to anchor in the harbour of Key West - vessel still leaking 500 strokes per hour

And the said appraiser do further severally declare and attest that at the time of the departure of this said schooner Capt Gorham from the aforesaid Port of Charlottton she was tight staunch and strong, her hatches well

and sufficiently Caulked and Covered and was full
and sufficiently manned and provided with all
things needfull and necessary for the said Intended
voyage and the said appearance and Ships Company
did their utmost Endeavours to preserve the said
Schoon and the goods of her Lading from damage
and Loss.

John Williams
W. A. Meunier
Wm. Dorey
Paul Campbell

And therefore the said John Williams did
declare and Protest and by these presents doth solemnly
Protest against all and every Person or Persons what
soever whom it doth shall or may concern and doth
declare that all damages Losses and detraiments
that have happened to the said Schoon and the
goods of her Lading are and of right ought to be
borne by the merchants freighters Insurers and all
others concerned in any manner whatsoever by way
of average or otherwise the same having occurred as
before mentioned and not by or through the insufficiency
of said vessel the neglect of said appearance or any of his
manneres

This done and protested at Key West
this nineteenth day of June in the year of Our Lord one
thousand Eight hundred and forty three

In testimony whereof I have hereunto
set my hand and Seal of Office
at Key day and year last above
written

Richard Patterson
Notary

J. G.

Territory of Florida
County of Monroe
City of Key West

Henry A. Stewart Master

Master of the Steam Schooner Lion of Hartford Conn
of the burthen of One Hundred & Fifty Tons or there-
abouts. declares to have sailed from New York on
the 2nd November Inst. having on board Empty kegs
as cargo and bound for Mobile put into Norfolk
to repair damage rec^d in bad weather, sailed from
Norfolk on the 9th and went into Charleston for
fuel and some repairs to Engine sailed from
Charleston on the 16th Inst. and proceeded on
the voyage. Experienced heavy weather on the
passage on the 22nd Inst. went into Cape
Florida (having carried away some of the
machinery) to repair in going into the harbor
got on shore where she lay for about three
days, was assisted by Sloop Mount Vernon Capt-
Smith in lightening her off and got afloat
on Saturday the 25th Inst and proceeded
for Key West to make repairs necessary
where we arrived on the 26th Inst at about
8 O'clock and discharged the Pilot.

Having damage and Loss he Enters
this his note of Protest to be extended where
and where he thinks proper so to do
Done before me this

27th day of Nov 1845

Alexander Patterson

Not Pub

W A Stewart

United States of America
 Territory of Florida
 County of Monroe
 City of Key West

By this Public Instrument
 of Protest & Declaration

It is known and made manifest
 unto all whom it doth shall or may concern
 that on the Twenty Seventh day of November in
 the year of our Lord One thousand Eight hundred
 & forty three personally came and appeared before
 me Alexander Patterson a Notary Public duly
 commissioned and sworn for the Territory & County
 aforesaid J. B. A. Stewart Master of the Steam
 Schooner Lion of Hartford Ct of the burthen
 of One hundred & Fifty Tons or thereabouts who
 made before me a note in Entry of Protest
 in due form

And on this Twenty Eighth day
 of November same year again came and
 appeared before me the aforesaid Notary
 the said J. B. A. Stewart Master W^m ⁴⁰ Sampson
 mate Wm Mc Galpin 1st Engineer Mark Hughes
 2nd & said Cotton Seaman all of the aforesaid
 Steam Schooner Lion who being by me the
 aforesaid Notary solemnly and severally sworn
 on the Holy Evangelist of Almighty God
 do depose and say that they set sail from
 board of the aforesaid Schooner Lion at the port
 of New York having on board some Empty
 Keys as Cargo and bound for Mobile Ala
 Thursday November 2nd got underway and
 proceeded down the Bay
 Friday Nov. 3rd at 2:30 out side of Sandy Hook
 Midnight fresh breezes and increasing sea

latter part heavy NW gales and very rough sea, vessel laboring very heavy and shipping large quantities of water. At Meridian spoken by the Eagle reported leaking badly. He had concluded to haul for Norfolk. Our vessel ~~laboring~~ so heavy we concluded to do so likewise.

Saturday ^{Nov 4} Commenced with heavy NW gales and a heavy dangerous sea running. Carried all prudent sail to keep her steady. At 3 PM, parted the main Peak Halyards Block stop aloft, took in and furlled the sail. at 7.30 parted fore peak Halyards Block & strap & took in the sail - vessel rolling and laboring very heavy, causing our Boilers to work & straining the Joints of the Steam pipe seriously. Stiff breezes and stormy appearances had a consultation ^{of} with the Captain & officers and deemed it advisable to make the nearest port. Through the night Fresh Breezes from NE, and a heavy cross sea from NW. At 4 am spoke the Eagle they reported having 3 feet water in the hold, and leak gaining on them. One Boiler sprung a leak in the night and flooded the small Engine so badly as to render the Blower almost useless. The fire room also very badly flooded. Latter part under all canvas. Ends cloudy Hazy weather sun mostly obscured Lat In drift Obs 36.57 N.

Sunday Nov 5. Commenced with Breezes from ESE and cloudy weather. At 4 am, made Cape Henry Light house bearing west, at 6 passed the Light & stood up the Bay - at midnight anchored abreast the Railway Dock, at Norfolk. Monday Nov 6th, Lying at Norfolk until Saturday Nov 11th. Commenced with moderate SW winds, clear and pleasant at 30 m past

meridian got underway and proceeded down the Bay. At 3.30 P.M. Cape Henry Light House bore West 3 miles Dist., Light S. E. and a smooth sea. No obs. sun obscured.

Sunday Nov 12th. Commences with fresh S.W. breeze and hazy weather with a rough rolling swell from S. E., at 3.30 P.M. finding that we made but little headway and vessel rolling very bad run in to 5 fathoms water and anchored with best bower anchor with 35 fathoms of chain, at 7.30 the wind changed to N.W. at 8 got underweigh at 10 saw Cape Mattias light bearing S by W. stiff breeze and fine weather all ^{drawing} sail set. Lat 36° 34.08 N.

Monday Nov 13th. Commences with fresh breeze and a rough following sea. Fine breeze and cloudy through the night. Lat 36° 32.56 N. fine weather with a smooth sea. Lat 32.56 N.

Tuesday Nov 14. Commences with S.W. wind, and clear pleasant weather at 1 P.M. soundings 10 fathoms. At 2 P.M. ^{3 mi} Cape Roman bearing West at 9 made Charleston light bearing W.S.W. at midnight anchored off Charleston bar in 7 fathoms water. At 6 am got underweigh. at 9 anchored on the flat lower part of the City. Starters Engine Pump having broken yesterday got it ashore to repair. Ends cold and pleasant.

Wednesday Nov 15. Lying at Charleston

Thursday Nov 16 Commences calm and pleasant at 8 am got underway & stood down the Harbor for sea. at 10 am outside the Bar Light house bearing N.W. by W 4 miles Dist.

Friday Nov 17th. Commences clear and pleasant at 2 P.M. St. Edisto bore W. by N. at 10 P.M. Light Boat off Port Royal bore S.W. at midnight Lytle light bore N.W. by N. moderate fine weather through the night. At Daylight a fine breeze

sprung up from E.S.E. made all sail. at 10 Do boy
 light house bore W. by N. Ends, calm & pleasant
 Saturday Nov 18. Commences with calms and
 a long rolling Sinking sea, from E.S.E. at 1 P.M. the
 Furnace grate melted down Had to draw fires
 and replace them at 3.45. Steam up again
 at 9.30 Amelia Island Light bore West, Moderate
 fine weather with a heavy rolling swell from E.S.E.
 at 9 am let all Drawing sail. Light air from N.N.E.
 Drew the fires and let off the water to clean Boilers
 & Flues. Latter part thick foggy weather.
 Lat by obs. 29. 43 N.

Sunday Nov 19. At 30 m past Meridian it
 cleared up when we saw the Land, St Augustine
 Light house bearing N.W. at 3 P.M. having got
 steam up again stood on our way, having cleared
 Boilers Engine & flues in 6 hours Wind E.N.E.
 with all sail set, Fresh N.Easterly breeze, and a
 heavy sea through the night, with occasional
 showers of Rain at 6.30 am. Passed the outer breakers
 of Cape Canaveral Cape bearing West, Latter part
 fresh N.E. Wind and a very heavy sea Lat 27. 59 N.

Monday, Nov 20. Commences with stiff & Eastly
 Wind, a heavy sea & fine weather At 8 P.M. Wind
 increasing reefed the foresail & hauled up to keep off
 shore. Strong gale and a very heavy sea running
 through the night, at 6 am. Kept away for the Land
 at 10 made the Land Bearing N.W. to West, Ends,
 with fresh breeze & a rough sea with clear weather
 Lat obs? 24. 45 N.

Tuesday Nov 21. Commences with fresh N.E. breeze,
 a heavy sea & fine weather running along the Land
 at 4.30 P.M. Passed Fort Lauderdale at 6. Cape Horn
 bore S by W, at 7 No light to be seen at Key Bi, Cayne
 hauled off S.S.E. & concluded to stand off and on through
 the night as it was requisite to make a Harbor

to clean Boiler and Engine, & make some repairs
 Moderate rough Weather with a rough sea through
 the night. at 7 am saw the Land, My Biscayne light
 house bearing WNW. at 8 Crossed in over the Reef
 at 8.30 near the Bar buoy of Biscayne Harbor. broke a
 Bolt holding one of the shafts anchors in 5 fathom water
 Ends moderate Pleasant Weather.

Wednesday Nov 22, Commenced clear moderate weather
 at 4 P.M. got the Engine repaired sufficiently for running
 in to Biscayne got up steam, and at 5 got underway
 finding it necessary to make a Harbor as it would require
 about 24 Hours to repair our Engine and it blowing
 very fresh outside we considered it dangerous to lay
 outside through the night we ran in, at 6 inside the
 Bar, near our intended anchorage got ashore on
 a reef, Immediately got out our Sledge and by
 heaving & working our Engine endeavored to get off
 at 9 tide having ebb'd about a foot stopped the
 Engine to await for a morning tide, stiff N.E. wind,
 through the night, at 5.30 am, got out our Larboard
 Anchor with whole length of the chain & with the
 anchor & Sledge commenced heaving on the rise of
 the tide, at 8 High Water, having got the vessels
 head partly round our anchor broke ground
 when she went on worse than before, the tide setting
 directly on the reef ~~was~~ very strong until the
 water had fallen more than a foot, at 9 the Troop
 Mount Vernon, My West wrecker anchored near
 and boarded us & after consultation we con-
 cluded it necessary to lighten the vessel to get off
 as the tides were rising & jidging it better to
 employ them and save our Coal than to throw it
 overboard the Captain employed them, at 9.30
 the Troop got alongside when we discharged our
 deck load on board the Troop & made preparation
 to get out more anchors to heave off, Ends with

To Francis Watlington
 Benjamin Sawyer
 Peter A Wolfe
 James V Ogden

Leut^{ant}

You are requested to
 repair alongside and on board of the Brig Peconic
 of New York R. W. Wilbur Master now lying in this
 Port and examine and survey her ^{hull} tackle apparel
 and Furniture she having sprung a leak on her
 voyage from Mansanilla Cuba for Antwerp and
 put in to this port for repairs in distress and
 make your report to me in writing under
 oath as soon as practicable

Given under my hand at
 Key West this 26th day of
 March A D 1844

Alexander Patterson
 Not Pub

Territory of Florida
County of Monroe
City of Key West

R. A. Wilbur Master
of the American Brig Beacon of ~~Port~~
work of the birth of Two hundred &
Thirty Eight Tons or thereabouts
declares to have sailed from the Port
of Manzanilla de Cuba on Thursday the
fourteenth Inst having on board a cargo
of Makogony Cedar Honey Tobacco &c
and having for Captain & principal being
accident on the passage on Monday the 18th
the Brig commenced taking badly which
required the two pumps to kept pretty
constantly going finding the leak increas-
ing concluded to make the first port
on Monday the 25th put into Key West
drawing 2 1/2 feet water in the hold ~~with~~
a pilot on board came to anchor in
the Harbour about 12 o'clock in

Fearing damage and loss he
causes this his note of Protest to be entered
within and where he may think proper to
do so

Done before me this

Protest ~~Not Pub~~

26th March 1844

A. Patterson

Not Pub

The undersigned Francis Wathing
Port Warden Benjamin Sawyer Ship Master & J. W. L. the
Merchant & James W. Ogden Ship Carpenter in conference
with an order of as directed from A. Patterson
Esq Not Pub to as directed and dated Key West March
26th 1844. to repair on board the Brig Beacon Wilbur
Master and examine her present Condition she having
sprung a leak at sea and put into the port in distress

Report same day repaired on board the said vessel and after a careful and impartial examination, find her making a considerable quantity of water and her hull indicating much straining we also from the master and mate testimony find the Brig sprung a leak on the 18th Inst three days out of Mansamilla Cuba, and that the leak increased daily until she arrived in the port, and in still water when it partially decreased that she made in moderate weather about six hundred strokes per hour, and in fresh breeze about three hundred strokes per hour, in consequence of which we recommended she be discharged of her cargo for further examination we also certify that on the same day we examined the condition of her hatches and found them well and sufficiently covered and secured.

Again on the 1st of April repaired on board the said vessel she being unloaded, and on examination in the hold, find her entire top sides much strained, and indications of a general leak throughout them; also indications of heavy straining in the Bilges about the floor heads, and the fastening staves vessel at present making very little water - considered that the leak is occasioned by the working of the vessel in her frames, we recommend the following repairs as absolutely necessary to make her sea worthy (Viz

one extra stinger or clamp under main deck beam of white oak to run fore and aft. 5 in by 12 in - from hanging knees to main part run beam, three bilge streaks of white oak to run fore and aft - one floor heads on each side 5 in by 12 in each the entire hull repastered by bolting and all the slack or defective treenails taken out and replaced with new ones rescrewed throughout bottom top and decks, and housed in such places as shall be found necessary after which to be repaired &c &c. and considering further examination of the vessel on the outside unnecessary by heaving her out, for the present and until the repairs on the top works shall have been completed we make this our report to which we hereunto set our hands and seals at Key West: this 2^d day of April in the year 1844

Lynd Francis Wallington [S] Benjamin Sawyer [S] John A. Wolf [S] James V. Ogden [S]

United States of America
 Territory of Florida
 County of Monroe
 City of Key West

By this Public Inst:
 :ument of Protest and Declaration

Be it known and made manifest unto all whom it doth shall or may concern that on this Twenty Sixth day of March in the year of our Lord one thousand eight hundred and forty four Personally Came and appeared before me Alexander Patterson a Notary Public duly Commissioned and sworn for the Territory and County aforesaid Robert W Wilbur master of the Brig Peconic of New York who made before me the aforesaid Notary a Note in entry of Protest in due form

And on this Twenty Eighth day of March same year again Came and appeared before me the aforesaid Notary the said R. W. Wilbur master Latham Pitch mate Thomas Vincent George D. Pinson

Seaman all of the aforesaid Brig Peconic of New York who being by me the aforesaid Notary solemnly and severally sworn on the Holy Evangelist of Almighty God do depose and say that they set sail on board of the aforesaid Brig Peconic at the Port of Mansanilla on Thursday the fourteenth day of ~~March~~ ^{August} having on board a cargo of Mahogany Green Honey Tobacco &c. and bound for Antwerp and on Saturday the 16th left Cape Cruz and proceeded to sea

at 1 PM the Pilot left, cape our bore East 9 miles distant from which I take my departure

Sunday 17th Pleasant weather and a fine breeze which continues until the 18th, at midnight fresh breezes and squally took in our royals and top Gallant sails a heavy sea on, tired the pumps and found the Brig had sprung a leak

Tuesday 19th commences with fresh breezes and squally at 8 Breaks away and is pleasant middle and latter part fresh breezes and cloudy with rain the Brig making much water the pumps constantly attended

Wednesday 20th strong breezes and pleasant weather at 6 AM made Cape Antonio steering direct for it at 8 am close in with the Cape a number of reefs in sight, the crew employed repairing sails ends pleasant

Thursday 21st pleasant weather and moderate. at 8 saw a Brig on the Colorado and went to her with the boat it being nearly calm and took from her some old sails and Rigging latter part land of Cuba in sight the Brig still making much water and the pumps constantly going

Friday 22^d commences calm and cloudy ^{weather} the Brig Rolling heavy and making much water. one of the crew came to the Captain and said he believed she would go down with us

Saturday 23 Pleasant at midnight a strong Breeze + squally took in top gallant sails and began on account of the Brig leaking the pumps constantly going and leak increasing

Sunday 24th ~~Conservation~~ with flying
 Clouds and a fine breeze at meridian
 tacked and stood to the north the Brig making
 much water the pumps constantly going
 crew came aft. to the Captain and said they
 would not do any thing more for they did not
 consider themselves safe at sea and the Captain
 told them if he could not fetch Key West he
 would run for Fortugas we stood in and
 made said Key light at 10 o'clock P.M. this day
 contains 36 Hours.

Monday 25th pleasant weather
 stood in on the reef and struck on a Shoal
 at 4 Am. at 7 am took a Pilot at 11 am
 arrived in Key West Harbour and came to
 Anchor. And the said appraisers do
 further solemnly declare and attest that
 the said Brig Peconie at the time of her
 departure from the aforesaid port of Man-
 sanilla Cuba was tight staunch and
 strong. her hatches sufficiently caulked
 and covered and was full and sufficiently
 manned and provided with all things necessary
 and necessary for said intended voyage
 and the said appraisers and ship's com-
 pany did their utmost endeavours to preserve
 the said Brig and the goods of her lading
 from damage and loss.

Robert N Wilbur
 Latham Fitch
 Thomas Vincent
 George S Pierson

And therefore the said R N Wilbur do
 declare an Protest and by these presents doth
 solemnly Protest against all and every Person

the Judge of the Southern Judicial District of Florida having admiralty Jurisdiction is now absent and the said Parties for the settling and determining the said Claim for Salvage have submitted themselves and become bound each to the other by three several obligations dated the Thirtieth day of July one thousand eight hundred & forty four in the sum of Three thousand Dollars, with conditions to stand to obey perform and fulfill, the final award arbitrament & Judgement of us William R Hackley and Alexander Patterson, Arbitrators indifferently chosen and Elected and sworn as well on the part and behalf of the said John T Smith and William F English as on the part and behalf of the said Job Solomon, to award arbitrate or do and adjudge touching the said Claim for Salvage, and in the said arbitrators having taken upon ourselves the charge of the said award and arbitrament, and having deliberated and at large considered the allegations of the said parties on oath find the following facts as proved and admitted

That the Brig Abuelo while on her voyage from Manzanilla Cuba bound to New York and laden with a cargo of Mahogany Cedar and Palm leaf got on shore on the Florida reef at about Two O'clock of the morning of the Twenty ninth day of June now last past at daylight the Schooner Mount Vernon came off to her Capt Smith went on board and offered assistance the Brig Laying Stun to wind which assistance was not accepted at the time the brig thumping very heavily at the time the Capt making every exertion to get her off finding it impossible he accepted one dunnies went to work and made sail on the brig had an anchor cast

slipped it and went ahead about two lengths
 and came head to wind thumping very heavy
 stated to Capt it would be impossible to get
 her out without lighening her, finding she could
 not be got out gave her up to me and it
 blowing very heavy at the time in squalls
 and very heavy sea on kept sail on her
 she forged ahead slowly for a few lengths
 and Sloops hauled the Sloop Frankford
 alongside and commenced loading her having
 the assistance of 17 men found it difficult to
 lay alongside on account of wind and heavy sea
 after loading Frankford time began to rise at 2
 P.M. being blowing very heavy and fearing she would
 bilge employed the Sloop Key West of 90 Tons
 and Seventeen men, to assist hauled Mt Vernon
 alongside about 3.30 P.M. filled her with palm before
 the hold decks with mahogany & cedar, about the
 time we finished Loading brig began to go ahead
 thumping heavy & worked ahead for about 2 hours
 by the lift of the sea and worked into deep water
 cast the Sloop off from alongside and made
 sail on the Brig for Key West, sounded pumps and
 found 6 feet water in the hold manned the pumps and
 pumped for 5 minutes and found she had gained 3
 inches continued incessantly as the pumps for 10
 minutes more and found she had gained 5 inches
 on the pumps consulted with the Captain and it
 was thought best to run her on shore for the
 preservation of the cargo sounded pumps and
 found she had gained upon ship 10 inches we
 then ran her on shore for the preservation of
 the cargo. we then hauled the Key West alongside
 sent Sloop Mt Vernon & Frankford to Indian Key
 to discharge as there were convenient wharves to put
 the wood upon, loaded Sloop Key West with

Palm leaf Cane & Mahogany finished about 8 O'clock
 hauled Mount Vernon alongside again & loaded
 her at 4 O'clock hauled Frankford alongside again
 and worked until 5 P.M. the men being exhausted
 and at that time the Brig full of water threw
 off work, next morning finished loading Frankford
 about 11 A.M. left Brig in charge of 2 mates
 and all 3 vessels proceeded for Key West, with the
 capt of the Brig on board, discharged vessels and
 wharves immediately to the wreck, and on
 the 4th July at 11 O'clock hauled alongside and
 commenced stripping the Brig, until the
 other wreckers arrived, one of Plume and Ludlow
 men on board at work being consorted with
 Key West, the men at this time up to their necks
 in water while saving cargo and the water
 very offensive from the least of wind &c.
 hauled Key West alongside again & loaded, loaded
 Schoof Frankford which took remainder of cargo
 and materials, last part of cargo was done up,
 Schoof Mount ^{remains} had gone for Indian for the wood
 Landia there this making seven trips in all,
 Capt English sworn, has heard the statement
 of Capt J. P. Smith. and testifies as to the
 correctness of the same.

Capt Rob Tolman sworn. corroborates
 the foregoing in all its particulars

In making up our award on the
 preceding facts we shall follow as near as
 possible the rules that govern courts of admiralty
 in similar cases. The property not large
 in amount was in eminent danger and the
 Capt admits that it would have been impos-
 sible for him to have saved any of it without
 assistance. Therefore in our opinion ^{50%}
~~half~~ of the said cargo and materials

of the Brig Albulca (the meekus saying half
wharfage and Labour on the same) is a
fair and reasonable charge, and that
Each party pay their Arbitrators

And we the said arbitrators do
declare that the said Job Solomon do deliver
or cause to be delivered to the said J. S. Smith & Wm
J. English for themselves and all other Concerned
therein One half of the said cargo in kind and
also one half of the sales of the said mate-
rials after deducting the aforementioned ex-
pences, as a full compensation for charge

In witness whereof we the said
arbitrators have hereunto set
our hands and seals at Key
West this 15th day of July A.D.
1844. Herndon Patterson { J.S. }

Wm R Hackley

by
Territory of Florida
County of Monroe
City of Key West

I Thomas Lewis Master of the Schooner Select of New Orleans of the Burthen of Seventy three Tons or thereabouts declares to have sailed from the port of Orleans on the first day of July last having on board a cargo of provisions and bound to Barbados had Light winds and calm weather and a man on board sick put into Key West for medical aid water and landed the man and left Key West on Friday the 19th and proceeded on her voyage on Sunday morning at about 4 Past three o'clock ran on shore on the Florida Reef hauled her off by her Anchor and in standing out after getting underway Rain Ashore again where she lay for about 2 hours got her off again and finding she leaked badly and that it was impossible to keep her from running on shore for the preservation of the cargo she having when we got her on shore 4 feet water in hold

Leaving Damage and Loss he enters this his note of Protest to be extended when and where he may think proper to do

Thos Lewis

United States of America
 Territory of Florida
 County of Monroe
 City of Key West

By this Public Instrument
 of Protest and Declaration

Be it known and made manifest unto
 all whom it doth shall or may concern that on
 this Twenty three day of July in the year of one 1844
 one thousand Eight hundred forty four came and
 appeared before me Alexander Patterson a notary
 Public duly commissioned and sworn for the Ter-
 ritory and county aforesaid Thomas Lewis Master
 of the Schooner Select of New Orleans of the burthe-
 en of Twenty three Tons or thereabouts who made
 before the aforesaid notary a note in Entry of Port
 in due form

And on the Twenty fourth day of
 July same year again came and appeared
 the said Thomas Lewis Master George Porter mate
 S. L. Gates Joseph Marshall Seaman all of the
 aforesaid Schooner who being by me the aforesaid
 notary solemnly and severally sworn on the Holy
 Evangelist of Almighty God as before and say that
 they let sail on board the aforesaid Schooner Select at the
 Port of New Orleans on the second day of July next having on
 board a cargo of Provisions and bound for Barbadoes and
 that nothing material occurred during the voyage worthy of
 note here untill Sunday July 21st Middle part fresh
 Breeze with thick cloudy Weather at 10.30 P.M. wind
 shifted to E.S.E. at 3.30 A.M. got on shore on
 the Florida Reef got out the Larboard Anchor and
 hove her off with hard work at 10.20 A.M. got on
 again when she worked a gradual on the rocks,
 at 12 midday got her off again and made all sail
 found the vessel leaking so bad called all hands to

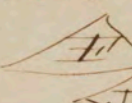
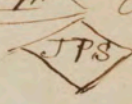
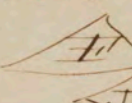
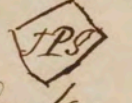
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the pumps and found that we could not keep her free the water being over the first tier of barrels called the apertances of meckers, by the advice of Capt. Am. thought it best to run her on shore for the preservation of the Cargo there being at that time four feet water in the Hold two mecking pumps were employed immediately after we found the reef was tilted to save the Cargo entire and which was transhipped on board the Wreckers together with the Schooner's materials which Loading was concluded on the next day 22nd at 4 P.M. got underway for Key West and arrived there on the 23rd Inst at 10 o'clock P.M.

And the said Appraisers do further severally declare and attest that the said Schooner Select at the time of her departure from the aforesaid port of New Orleans was tight staunch and strong her hatches were and sufficiently caulked and covered and was full and sufficiently manned and provided with all things needful and necessary for said Intended voyage and the said Appraisers and ship's Company did their utmost endeavors to preserve the said Schooner and the goods of her Lading from damage and loss.

Thos Lewis
George Porter
J. J. Galt
Joseph X. Marsh
Mark

Territory of Florida
County of Monroe
City of Key West

Fielding A Brown
& Fernando J. Moreno (agent for William H. Wall
merchant of the City of Key West) both
shippers on board of the Brig R M Brown Tatum
master now lying in this port and bound
for New York, the said ^{agent of a vessel} J. J. Moreno, having
shipped on board of said Brig Fifty Eight
Bales of Cotton Marked Plume and con-
signed to R S Martland of New York and
the said F A Brown having shipped on
^{his} account Twenty three Bales Cotton on
his own account and Twenty six bales
of J P Smith the Twenty three Bales
Marked  and the Twenty six Bales
Marked  the ~~first~~ Twenty three
Bales marked  consigned to R S Martland
of New York and the Last Twenty six Marked 
Consigned to Medar Platt in New York
The said cotton was shipped at the
Freight of three Dollars per Bale
and the same having been
put on board of said Brig ^{R M Brown}
the master of said Brig now expects
five per cent premium and that not
being the custom of this place
the aforesaid F A Brown and
J J Moreno, agent for William
H Wall ^{of New York} ~~do~~ declare and Protest
and by these presents doth solemnly
Protest against the Proceeding
of the Master of said Brig
and all other Persons concerned
in any manner whatsoever and

they further declare that they Protest against
 the said Brig R. M. Brown proceeding
 to sea until the said Bills of lading
 are signed agreeable to the Customs
 of this City or that he should again
 land the Cargo of such part thereof as
 is therein particularly named in the
 foregoing Protest

Subscribed before me this: 7th A. Brown
 14th Day Sept 1844 J. A. Brown
 Notary Public
 J. A. Brown
 Agent for H. A. Hall

Territory of Florida
County of Monroe
City of Key West

Wm C Lully Master
of the American Schooner Orbit of Charleston
of the burthen of Fifty Tons or thereabouts
declares to have sailed from the port
of Charleston. on Monday the 2nd
day of September last having on board
a Cargo of Rice and bound for Mo-
bile on the 3 Masted vessel making much
water and pumps constantly going on the 6th
pumped up some holes and waited came on
the next day seams split the sails and
was constantly repairing them having very
heavy squalls and reef making much
water people constantly at the pumps and
in Key West. on the 20th at 5 PM and came
to anchor.

Fearing damage as Lof he enters
his note of Protest to be extended where
and where he may think proper to do
due before me this
20th day of September
A D 1824

A Patterson
Not Pub

United States of America
Territory of Florida
County of Monroe
City of Key West

By this Public Inst-
rument of Protest and Declaration
Let it known and
Manifest unto all whom it doth shall

or may concern that on this ~~fourteenth~~^{nineteenth} day of September in the year of our Lord one thousand Eight hundred and Twenty four Personally came and appeared before me Abraham Patterson a Notary Public duly Commissioned and Sworn for the Territory and County aforesaid William C Sully Master of the Schooner Orbit of Charleston of the burthen of Fifty Tons or thereabouts who made before me the aforesaid Notary a note in Entry of Protest in due form and order.

And on this Twenty first of September the same year again came and appeared the aforesaid W C Sully Master Thomas Hall Mate James Hunt and Peter Frost

Seaman all of the aforesaid Schooner Orbit of Charleston who being by me the aforesaid Notary solemnly and severally Sworn on the Holy Evangelist of Almighty God do depose and say that they set sail on board of the aforesaid Schooner Orbit at the aforesaid Port of Charleston on Monday the Second day of September having on board a Cargo of Rice and bound for Mobile Alabama and that nothing material occurred during the voyage until the 3^d day of September found the vessel made much water at the pump constantly going 5/6 ^{much the same} the sea was so smooth the vessel made but little water found many places open around water very seams. plugged many holes in the deck and nailed tarred Canvas over the water way seams, on the 7th doubled up Canvased Shrouls a heavy sea on and vessel Leaking badly. found the masts cross both Leis forward started from the stem spikes and nixed tarred

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came off our ~~the~~ masts battens from the
8th to the 15 beating down along the
Florida shore with head winds and
heavy squalls of rain one or the other
of the sails on deck constantly
for repairs the vessel making so much
water as to keep the pump constantly
going crossed the reef by Cape Florida Light
House at sundown anchored in three fathoms
water abreast of Soldier Key 16th and
18 Running down inside the reef and anchored
at night. People constantly at the pumps
19 the water gained on the Pumps at 7 A M
got in smooth water and cleared the up
of water at 1 P M Anchored in Key West

And the said appraisers do further
severally declare and attest that the said Scho-
= one on bit at the time of her departure from
the aforesaid Port of Charleston was tight
staunch and strong that her hatches were
sufficiently caulked and covered and that
she was sufficiently manned and provided
with all things needful and necessary for
the said Intended voyage and that the said
appraisers and ship Company did their utmost
endeavors to preserve the said Schooner and
the goods of her Lading from damage and loss

Wm. C. Dally.
Thomas Hall
proctor J. Forest
James L. Hunter
Mark

Territory of Florida
County of Monroe
City of Key West

Herman Mathey Master
 of the Barque Highland of Providence of the burthen
 of Two hundred and thirty five Tons or there abouts
 claims to have sailed from Newport on the 31st day
 of October now last past bearing on board a
 Cargo of Potatoes Onions Dry goods &c &c and bound
 for New Orleans. on Sunday the 17th got on
 shore on the Fortugas where he lay until Monday
 at 4 O Clock ^{and 4 Sloop} was assisted by Sloop George Eldridge
 in ^{lightening} ship got off and proceeded for
 Key West where he arrived on Sunday 24th
 at about 5 O Clock vessel leaking badly.

Fearing damage and loss he enters
this his note of Protest to be extended where
and where he may think proper so to do
Done before me this
25th day of Novr 1844
Furn. Mayberry

A. Patterson

His Pub

Forum. Mayberry

To Capt F Wathington John ^{Mallett} ~~Wood~~, Ship Master
& James & Ogden Ship Carpenter.
Gent.

You are requested to repair alongside me
on board of barge Highlander of Providence
F Magbey Master now lying in this port
and examine and survey her hull tackle
apparel and furniture she having been on
shore at Fortyeas and make your report
to me in writing as soon as convenient
Given under my hand at Key West
this 28th day of Nov A D 1844

H. Patterson
nos. 212

142
Territory of Florida
County of Monroe
City of Key West

Gideon Almy master of the
American Schooner Sea Flower of New Port R.I. of
the burthen of Fifty Seven Tons or thereabouts declares to
have sailed from the Port of New Port on the tenth day of
September now last past having on board a cargo of Onions,
Potatoes &c. and bound for Mobile and Key West; experienced
very severe weather on the passage and received much damage
in sails, rigging &c. and arrived at Key West on Wednesday
the 9th instant -

Fearing damage and loss he enters this his note of Protest
to be extended when and where he may think proper so to do.
Done before me this 9th
day of October A.D. 1844.

A. Pattison

Notary Public

Gideon Almy

The Undersigned Thomas A. Garding, Ship Master,
John S. Hutchinson, Merchant and Thomas Ogle, Carpenter,

143
at the instance of Captain Almy Master of the schooner Sea Flower
of New Port repaired on board of said schooner to ascertain the
extent of damage received by her on the said voyage -

And after a careful and minute examination of her hull
tackle, apparel &c. we find the following viz: her Main Jib with
all the rigging attached gone, Flying Jib and Jib boom and gear
gone, Fore topmast and rigging attached gone Foresail very badly
torn and chafed, fore gaff broke, bulwarks started and in some
places gone mainsail badly split in two places and badly strained
and chafed - the hull somewhat strained and injured -

We therefore recommend that such repairs be put upon
her as will enable her to proceed on her intended voyage and that
at the first convenient port, she be supplied with all the above
named articles wanted, and thoroughly repaired -

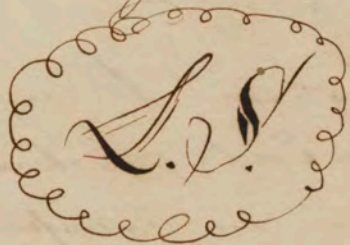
Sworn to before me this
9th day of October A.D. 1844.

Signed by W. W. Hurd
Jas. H. Hutchinson
Jas. Oglethorpe

Territory of Florida
County of Monroe }
City of Key West } ss.

I Alexander Patterson Notary Public for
the Territory and County aforesaid do hereby certify that
the foregoing documents are true and correct copies of the
original as recorded in my notarial book of records ("B")

In testimony whereof I have hereunto set my hand
and seal of Office at Key West this ninth day of
October in the year of our Lord one thousand eight
hundred and forty four -



Alexander Patterson
Not Pub

Territory of Florida
County of Monroe
City of Key West

William Hudson Master
of the Brittisk Brig Victoria of Napsau of
the burthen of one hundred and Nine Tons
or thereabouts declares to have sailed from
the Port of Napsau on Tuesday the 24th day
of September ¹⁸⁴⁴ having on board a few Cask
of Porter some Logwood &c and boxes for
Key West had pleasant weather on the
Passage and arrived at Key West on the
30th and came to anchor in the stream
where we were obliged to lay some days
in consequence of its blowing fresh on the
4th of Oct hauled into the wharf and landed
some Freight on the morning of the 5th Commenced
blowing very heavily the Brig made
well fast. Fearing damage and loss
he enters this his note of Protest to be exten-
ded when and where he may think proper
so to do.

Done before me this
7th day of October
A.D. 1844

W^m Hudson

A Patterson
Not Pub

The undersigned John
D Wood Ship Master Francis H Beale Merchant
and Samuel Haney Ship Carpenter in Comp
liance with an Order from Capt Hudson
Master of the Brig Victoria of Napsau To
repair on board of said Brig Victoria to
ascertain the extent of damage sustained

by her in consequence of the gale of the 5th Inst. she being in the Harbour of Key West.

Report. Figure head gone and cut water entirely gone, stem badly chaffed and cut, the starboard bow badly chaffed and in some places cut through, the forward chain plates three of them broken and three badly bent, the starboard side fore and aft. badly chaffed, Monkey Rail forward entirely gone gangways Bulwarks starboard port. entirely gone quarter galley on starboard side entirely gone copper on the starboard side above water badly chaffed and in many places off, rudder missing, curved work on stern, partly gone stern clairs and, stern Boat gone; the starboard bow chaffed the bulwarks on the starboard bow store in and gone in several places, the Flying Jib boom, and Jib boom and spitsail yard gone with their rigging, bowsprit shrouds and the mainmast gone, the lower booms standing sail booms, boom shrouds and fore top gallant mast gone sails materially injured, with the top of the Jib, flying Jib badly chaffed one new hawser entirely destroyed (being cut in several places.) running rigging materially injured. round house aft partially damaged and copper on harbour bow more or less injured. —

(We therefore recommend that such repairs be put upon her as will enable her to proceed on her voyage to napaw there to be thoroughly repaired.

Sworn to before me this

John D. Wood

Seventh day of October
A.D. 1844

A. Patterson

Notary Public

146
United States of America
Territory of Florida
County of Monroe
City of Key West

By this Public
Instrument of Protest and Declaration

It is known and made
manifest unto all whom it doth Shall
or may Concern that on the Tenth day
of October in the year of Our Lord One thou-
sand Eight hundred and forty four Personally
came and appeared before me Alexander
Patterson a notary Public duly Commission-
ed and sworn William Hudson Master
of the British Brig Victoria of Nassau
N.P. ~~after~~ the burthen of One hundred
and nine Tons or thereabouts who made
before me the aforesaid notary a note
in Entry of Protest in due form

And on this Tenth day of October
same year again came and appeared
before me the aforesaid Notary the said
William Hudson Master Robert Dredge Mate
Jmear Bethel Edward Myers Demuth seaman all of
the aforesaid Brig Victoria who being by
me the aforesaid Notary solemnly and
severally sworn on the holy Evangelist of
Almighty God do depose and say that they
set sail on board of the aforesaid Brig
Victoria at the Port of Nassau on Tuesday
the 24th day of September now last past and
having on board a small portion of Cargo
and bound for Key West. pleasant weather
on the passage and arrived at Key West on
Monday the 30th and came to Anchor
in the Harbour where we lay until the

morning of the fourth it blowing so strong we could not get to the wharf hauled in on the morning of the 4th and discharged the amount of cargo to be banded. The Brig well made fast. Latter part of this day weather threatening having every appearance of a heavy blow took every precaution for the safety of the Brig so Ends

Saturday the 5th Commenced strong gales cloudy with rain at daylight Commenced blowing heavy and Increased to a tremendous hurricane. at about mid day the Brig started from the wharf tearing up the wharf and taking part of it with her and drifted in in between the two wharves and brot up alongside of greens wharf ^{with two anchors} the wind at this time from about W.N.W got out fast Immediately to secure her she being then foul of the stern of the Schooner Empire every exertion was used to get her astern but of no avail carried away head cut water Lib boom Spit sail yard Flying Lib boom and every thing attached in a very short time the Schooner was cut down and sunk and her stem decks and every part of her cut down by the Brig to her mainmast she being against the Stone butt head forward and the Brig on the top of her forging her ahead. the Brig caper forward very badly cut and on starboard side above water fore and aft, when losing the head gave the first top gallant mast went over the side the Brig at this ^{time} thrown almost on top of the wharf every sea and it was impossible to keep a fence between her and the wharf, her side badly chaffed fore and aft and in some places

though the Quarter Gallery broke off
chain plates Broken Sheets and Stem
Boat gone and much other damage
at about 5 o'clock in the afternoon the
gale abated had it continued one hour
longer at its height the Brig must have
sunk at the wharf

And therefore the said
appears do further severally declare
and attest that the said Brig Victoria
at the time of her departure from the
Afousad Port of Nassau was tight staunch
and strong and was full and sufficiently
manned and provided with all things need-
= full and necessary for the said intended voyage
and that the said appears and Ships Company
did their utmost endeavours to preserve the
said Brig and the goods of her lading from
damage and Loss.

Wm Hudson

Robert A Dudge

Imean ^{his} Bethel
mark

Edward Meyer

John Demeritt

And therefore the said William Hudson did declare and
protest and by these presents doth solemnly Protest against all and
every person or persons whatsoever whom it doth shall or may concern
and doth declare that all damages, losses and detriments that have
happened to the said Brig are and of right ought to be borne by the
Merchants, Insurers and all others concerned in any manner whatsoever by
way of average or otherwise, the same having occurred as before mentioned, and
not by or through the insufficiency of said vessel, the neglect of said appearer or any
of his mariners.

This done and protested at
Key West this tenth day of October in the year

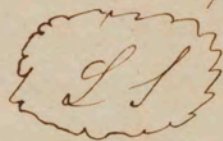
of our Lord



One thousand eight hundred and forty four -
 In testimony whereof I have hereunto set my hand
 and seal of Office at Key West the day and year last
 above written - signed

Alexander Patterson
 Not Pub

William Hudson master, Robert A. Dodge mate, Duncan
 Botthel, Edward Meyer, John Gomeritt seamen all of the aforesaid Brig
 Victoria of Nassau N. P. being by me the aforesaid Notary, solemnly
 and severally sworn on the holy evangelists of Almighty God do depose
 and say that the foregoing instrument of Protest hath been clearly and
 distinctly read over to them the said deponents, and that the matters and
 things therein contained are just and true in all respects as the same
 are therein particularly alleged declared and set forth.



In testimony whereof I have hereunto set my
 hand and seal of office at Key West this tenth
 day of October in the year of our Lord one thousand
 eight hundred and forty four -

Signed

Alexander Patterson
 Not Pub

Territory of Florida
County of Monroe
City of Key West

John Mattet

master of the American Ship Atlantic
of New York of the burthen of seven
hundred Tons or thereabouts declares
to have sailed from the Port of Liverpool
England on the 4th day of September hav-
ing on board a cargo of Salt and Dry
goods and bound for New Orleans had
pleasant weather most of the passage
on the 4th day of October Just got on shore
on the Florida Reef the weather very
thick & Raining and blowing Fresh when
she lay until for about 3 hours when
she beat over the reef came to an
anchor it blowing a complete Hurricane
and cut away the masts and rode it
out was assisted by snickers in saving
Cargo &c and arrived at Key West on
Sunday 13th Just and came to anchor

Leaving damage and Loss he
Enters this his note of Protest to be ex-
tended when and where he may think
Proper so to do

Done before me this
14th day of October 1844

J. Patterson
Not Pub

J. Mallat

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The Undersigned, John^{D.} Wood and Francis Watlington Shipmasters,
Asa Y Tift Merchant and Samuel Harvey Ship Carpenter in compliance
with an order of survey from Alexander Patterson Esquire Not. Pub. dated
Key West Oct. 17th 1844. to repair on board and examine the condition of
the Ship Atlantic Mallet master, as she now lies in this Port - she having
been ashore on the Florida reef - We Report - same day repaired on

board said vessel, and after a careful and impartial examination, and from
the evidence of the mates, corroborated by many of her passengers, We find the
Ship went ashore on Friday the 1st Oct. Inst. at 4.30 P.M. blowing fresh and
squally, she thumping heavily - Succeeded in heaving her afloat at 1.30 o'clock Am
Saturday 5th The wind increased to a violent gale it became necessary to let go
best bower and stream, at 7 o.c. Pm it blowing a hurricane, Parted small bower
chain and stream cable - It became necessary to cut away the mast for the
preservation of the ship and lives, at 7.30 P.M. cut away the lanyards of main
and fore Rigging when the masts went over the side, carrying the Mizzen mast
head, topmast &c. jib boom, cap and end of bowsprit with them - Immediately after
cutting away the masts, the ship drove on the Reef, where she lay thumping violently
and leaking very badly - during the severity of the gale, and until the 9th Inst. at
4 O.C. P.M. when we, a second time succeeded in getting her afloat; Immediately after
the gale on the wreckers having come to our assistance, manned the pumps afresh (she
then having six feet water in her hold) and after severe labor succeeded
in freeing her, and keeping her so, by keeping both pumps constantly going - until
our arrival in this port yesterday the 13th Inst. at o.c. P.M.

The situation of the Ship as she now lies in this port is such as to
corroborate the testimony above stated - Her entire masts, spars, standing and
running rigging, sails &c. entirely lost, with exception of Mizzen Rigging, crossjackyard
broke off of ends about 12 ft. and stump of mizzen mast which are much injured
Small bower anchor and nearly the whole chain - stream do and nearly the whole
cable lost - Bowsprit cap gone and end of bowsprit wrung off - The hull shewing
much strain in starboard side and hogged - Larboard side not quite so much -
Waterways strained - The copper at the waters edge and in sight very much chaffed
and cut in places - The cargo consisting of Salt very much nearly if not entirely all
destroyed by being dissolved; and from the length of time the ship was ashore; and
from the evidence of divers employed to examine her bottom - their report of which is
hereunto attached; and from the severity of the Hurricane, the length of time the
Ship was ashore and the dangerous reef on which she grounded, we are of the

opinion that her bottom is severely if not vitally injured -

In testimony of which we have hereunto
subscribed our names this 14 day of Oct
A.D. 1844 -

William Roberts
John Pinder
Wm Curry

Having been employed to dive under the
bottom of the American Ship Atlantic Mallet master, she
having been ashore on the Florida Reef, Do Report under oath -
That, (the water being too thick & muddy to see any part of
the damage) by feeling with our hands ascertained the forefoot
and false keel entirely gone, the main keel much cut and
chafed by the rocks - & in many places only from two to three inches
of it remaining clear of the garboard - found on the larboard side
forward in the seam next the garboard a hole cut entirely through
the plank which we filled with bagging & soap intending to stop
the leak -

The Copper sheathing much cut & chafed in places
throughout the bottom -

(Signed)

Wm ^{his}
mark Robert

John ^{his}
mark Pinder

Wm ^{his}
mark Curry

Subscribed and sworn to before me this fourteenth
day of October A.D. one thousand eight hundred and
forty four -

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United States of America
Territory of Florida
County of Monroe
City of Key West
of protest and declaration

ss: By this public instrument

Be it known and made manifest unto all whom it doth shall or may concern that on this fourteenth day of October in the year of our Lord one thousand eight hundred and forty four personally came and appeared before me Alexander Patterson a Notary Public duly commissioned and sworn for the territory and county aforesaid John Mallet master of the American Ship Atlantic of New York of the burthen of seven hundred tons or thereabouts who made before me the aforesaid Notary a note ⁱⁿ and entry of protest in due form and order

And on this nineteenth day of October in the same year again came and appeared the said John Mallet master

Mincks & McQueen mate Daniel Beer 2^d mate Nicholas Turner seamen all of the aforesaid ship Atlantic of New York who being by me the aforesaid notary solemnly and severally sworn on the holy evangelists of Almighty God do depose and say that they set sail on board of the aforesaid ship Atlantic of New York from the port of Liverpool England on the fourth day of September now last past, having on board a cargo of salt, dry goods &c and bound for New Orleans Louisiana and that nothing material occurred during the voyage worthy of note here until Friday October the 4th 1844.

This day commenced with moderate breezes and clear pleasant weather At 1 P.M. the Moggell rock bore abeam distance about 1 1/2 mile at 4 P.M. took in all studding sails and braced up sharp on the wind - At 6 P.M. Cat Key light bore per compass E.S.E. distance about 8 miles; Midnight light breeze and cloudy Cat Key light bore per compass N.E. 1/4 E. distance about 14 miles At 3 A.M. squally with heavy rain, took in fore main and mizen top gallant sail, flying jib and main top mast stay sail, hauled up the main sail and lowered the Spanker down, at 4 A.M. set main top gallant sail and main sail, at 6 Do set fore top gallant sail and spanker, at 9 A.M.

set Larboard lower and foretopmast studding sail at 10 A.M. the man on the foretop gallant yard saw the land bearing about 2 points on the starboard bow Mer. carried away lower studding boom, took in lower and topmast studding sails Day ends thick rainy weather No observation October 5th 1844. This day commenced with freshening breeze & thick rainy weather. At 1 P.M. saw the light ship off Key Largo at 1.15 from the ship - struck & grounded on Seabury Reef while going in stays - Braced all the yards aback and commenced heaving salt overboard with the passengers, crew employed getting out a stream anchor astern, hove on the same but could not start her off. Bent chains and got both anchors off the fore castle then furled all sails and set the crew to work discharging salt - at dark a wrecker came alongside but rendered no assistance - at 11 p.m. the wrecker left the ship, blowing and raining heavy at the time - at 1.30 A.M. loosed the Mizen top sail and sheeted it home - the ship backed off the reef same time let go the Starboard anchor inside the reef in three fathoms water - gave her 25 fathoms chain rest part of the night gale increasing wind hauling gradually round to N. East at 11 am gale still increasing let go the Best Bower anchor and gave her about 30 fathoms chain sent down Mizen Royal yard at 12 Mer. sent down all three top gallant yards and paid out 70 fathoms on each chain, this day sea account of time. Saturday Oct 5th 1844. Civil account of time Commenced as per log above At 2 P.M. commenced blowing a heavy hurricane from N. East attended with heavy rain, stove quarter boat at the time at 4 pm passed extra gaskets round all our sails, at 7 Pm the hurricane still increasing parted small lower chain & stream hawser ship driving to the Southward & westward and striking heavy on the bottom in the hollow of the seas Cut away all three masts same time. At 7.30 pm wind from N. to N.N.E. ship striking heavy on the reef which she drifted on Commenced then making water fast - at 10 pm had 5 feet in the pump well - Ship made no water previous to this time Oct 6th 1844 Commenced moderating at day light moderate breeze and pleasant weather Cleared away the long boat and got her ready to put over the side - got quarter boat over. at 9 A.M. Capt. Mallet went after a wrecker, the Light ship boat came alongside and took aboard the light ship 5 Cabin and 2 stowage passengers - Crew and passengers variously employed getting Cargo and fresh water out of the lower hold - Mer. took an altitude of the sun Latitude 25° 13' North, Light ship bearing $\frac{1}{2}$ per compass N. by S. distance about 3 $\frac{1}{2}$ miles

At 2 P.M. Capt Mallet got alongside with a wrecking schooner, commenced discharging cargo into the schooner and some of the storage passengers luggage schooner laid alongside all night Day ends fine weather wind N.E. - Monday Oct 7th Commenced pleasant weather Daylight crew and passengers commenced pumping ship, supposed her to be bilged at 4.30 pm both pumps sucked we then commenced discharging salt heaving it overboard in order to lighten the ship in order to get her off the reef - At 8 pm the crew refused to work any longer on board Day ends fine weather - Oct 8th 1844. Commenced fine weather wind to the Northward & Eastward - Forenoon the Sloop Frankfort & a boat from the Sloop Globe arrived at the ship - Crew and passengers with their luggage left the ship in one or two of the wreckers - several of the wreckers remained on board pumping ship & discharging cargo - dry goods on board the sloop Frankfort - Salt we hove overboard - Wednesday 9th employed as yesterday pumping ship and heaving salt overboard, by times heaving on the windlass trying to heave her off - Ship on hard a midships - hogged her up considerable - afternoon unshipped her rudder striking heavy aft at 4 P.M. hove her off the reef shipped her rudder again and continued heaving over salt day ends - pleasant weather - Thursday 10th employed all day pumping ship, rigging and getting up jury masts - Friday 11th Employed discharging salt pumping ship and bending sails - Day ends pleasant - Saturday 12th at 7 A.M. hove short and made sail at 7.30 weighed anchor and proceeded toward Key West along the outer edge of the reef - Day ends fine weather Sloop Frankfort in company - Sunday 13th Wind to the Northward and Eastward with fine breeze - at 5.30 pm came to anchor at Key West, gave her 30 fathoms chain day ended fine weather, throughout the night employed pumping ship and all the time up from Sedbury reef - Monday 14th at 7 am weighed anchor and hauled ship to the end of the dock - afternoon hauled ship into dock and made her fast - pilot on board hauling ship in -

And the said appearers do further severally declare and attest that the said ship Atlantic at the time of her departure from the aforesaid Port of Liverpool was tight, staunch and strong and was full and sufficiently strong manned and provided with all things needful and necessary for the said intended voyage and that the said appearers and ships company did their utmost endeavours to preserve the said ship and the goods of her lading from damage and loss -

J. Mallet

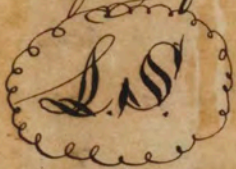
Samuel Bears

Murdoch MacQueen

Nicolai Turner

And therefore the said John Mallet did declare and protest and by these presents doth solemnly Protest against all and every person or persons whatever whom it doth, shall or may concern and doth declare that all damages losses and detriments that have happened to the said ship ^{and the goods of her lading.} are and of right ought to be born by the Merchants, Insurers and all others concerned in any manner whatsoever by way of average or otherwise, the same having occurred as before mentioned and not by or through the insufficiency of said vessel, the neglect of said appraiser or any of his mariners -

This done and protested at Key West this nineteenth day of October in the year of our Lord one thousand eight hundred and forty four -



In testimony whereof I have hereunto set my hand and seal of office at Key West the day and year last above written -

Alexander Patterson

Not Public

John Mallet master, Murdock MacQueen master, David Bell 2nd Mate and Nicholas Turner, seamen all of the aforesaid ship Atlantic of New York, being by me the aforesaid Notary solemnly and severally sworn on the holy evangelists of Almighty God do depose and say that the foregoing instrument of protest hath been clearly and distinctly read over to them the said deponents, and that the matters and things therein contained are just and true in all respects as the same are therein particularly alleged, declared and set forth.



In testimony whereof I have hereunto set my hand and seal of office at Key West this tenth day of October in the year of our Lord one thousand eight hundred and forty four -

Alexander Patterson

Not Public

United States of America
Territory of Florida
County of Monroe
City of Key West

3/3/

By this Public Instrument
of Protest and Declaration

It is known and made manifest unto all whom it doth shall or may concern that on this Twenty fifth day of November in the year of our Lord one thousand Eight hundred and forty four came and appeared before me Alexander Patheeson a notary Public duly commissioned and sworn for the Territory and County aforesaid Edward Auto master of the Brig Lime Rock of New Orleans of the burthen of one hundred & seventy four Tons or thereabouts who made before me a note in entry of Protest in due form ^{and Oath} and on this Twenty seventh day of November same year again came and appeared the said Edward Auto master Henry Dunscomb Mate James Evans & Co. James Hanson & Edward Huletson and all of the aforesaid Brig Lime Rock of New Orleans who being by me the aforesaid notary solemnly and severally sworn on the Holy Evangelist of Almighty God do depose and say that they did sail on board of the aforesaid Brig Lime Rock at the port of Key West on Wednesday the nineteenth day of November just having on board a cargo of Salt and bound for New Orleans.

Thursday 21st Nov comes moderate Easterly winds and clear weather, at 3.30 P.M. Captain came on board with four passengers at 4 P.M. got under weigh, at 5.30 crossed the Bar at 6 P.M. the light-house on Sand Key bore North at 8 set fore & mast standing sail and main Royal tried the pumps and found but little water in her, at 10 P.M. tried the pumps and found she had sprung a Leak sucked all hands

and named both pumps the Captain went below
and reported the Leak in her bottom from 6 to 7 feet
from the heel of her stem post, we cut away the
ceiling but the timber being close could not get
to it, at midnight three feet water in the hold
and both pumps going all the while. Hauled up
for the Marques Keys at 2 a.m. found by the sound-
ings we were to the westward, and no other chance
but to run for the Tortugas at 4 a.m. five feet
water in the hold, made the light on Tortugas
bearing W by S. the Brig was settling, the tackles
hooked on to the boat and she lying in the
starboard waist, at daylight made East Key
bearing W by S. ^{distance} distant about 1 mile, kept the Brig
for the centre of the Island, but being water lodged
she steered bad at 6.30 the water up to the Banister
Boles, and the Brig fast sinking, at 7 a.m.
she struck and grounded, kept all the head sails
on to force her further on at 7.20 she heeled on
starboard side and the water flowed in and out
the Hatchway, at 10 a.m. Capt Brightman of Sloop
George Eldridge came on board in the smack Robert
Bruce and also the smack Splendid and many
saves came to our relief, unbuttoned the sails ^{ragging} running
took Cabin furniture and put them on board the
Bruce and Splendid, at noon blowing heavy could
not boat any more articles from the Brig.

Friday 22^d November Strong easterly
winds and a high sea at 3 P.m. all hands on board
the Splendid got under weigh and run into
harbour by the light House midnight strong
winds and clear weather at day light the
smack Bruce and Splendid put the articles
saved from the wreck on board the George
Eldridge she being free below of the goods
from the Bayne Highlanders all ready

Territory of Florida
County of Monroe
City of Key West

Says Hammer Master of
the Barque Eleanor of New Orleans of the burthen
of Three hundred and Two Tons or thereabouts
declares to have sailed from the Port, New Orleans
on the 13th Inst having on board a cargo of Cotton
Tobacco Sugar Lead &c and bound for Baltimore
the night after leaving Balise found the vessel
had sprung a leak which continued to increase
and finding he could not keep her free and
the men were out bore up for Key West it
being the nearest and most convenient Port
where he arrived on Tuesday 26th Instant

Having damage and Loss he enters the
his note of Protest to be extended when and
where he may think proper so to do
Done before me this

26th Nov 1844 A. Patterson

Says Hammer

Not Pub. and John Mallett
A. J. Tift, merchant; Edward Auld, Ship masters and
James V. Ogden, Ship-carpenter
Gent.

You are requested to repair alongside and on board
of the barque Eleanor of New Orleans now lying in this port and
examine her hull, tackle, apparel and Furniture; she having experienced
bad weather and sprung a leak on her passage from New Orleans
for Baltimore and make your report to me in writing under oath as
soon as possible.

Given under my hand this Twenty fifth
day of Nov. A.D. 1844.

A. Patterson
Notary Public

United States of America
 Territory of Florida
 County of Monroe
 City of Key West

By this Public Instrument of
 Protest and Declaration

It is known and made man-
 ifest unto all whom it doth shall or may
 concern that on this twenty sixth day of November
 in the year of our Lord one thousand Eight hundred
 and forty four came and appeared before me
 Alexander Patterson a notary Public duly sworn
 and sworn for the Territory & County aforesaid
 Lloyd Stearns master of the Barge Eleanor of
 New Orleans of the burthen of Three hundred & two
 Tons or thereabouts who made before me an entry
 of Protest in due form.

And on this Twenty seventh
 day of November same year againe came and ap-
 peared the aforesaid Lloyd Stearns Master Jesse S. Atwood
 Mate Steenrim Olsen second mate William Bonell, John Randles
 Joseph Papero, John Jackson, Richard Nicklas, James Edwards, ^{John Atkinson} Alexander Robinson
 seamen all of the aforesaid barge
 Eleanor who being by me the aforesaid notary
 solemnly and severally sworn on the Holy evan-
 gelist of almighty god do depose and say that
 set sail on board the said Barge at the port
 of New Orleans on the thirteenth day of November
 last having on board a cargo of Cotton Tobacco
 Sugar Lead &c and having for Battiman

Friday Nov 15th commenced with light
 breezes from E. N. E. attended with rain throughout
 the day employed sitting up rigging and making
 preparations for going to sea at 4 P.M. Pilot came
 on board. wore short and at 4.30 Steamer Shark
 took us in tow. at 5 P.M. ship struck and dinged
 heavy on the bar tore out the windlass. bits and

parted a new Hauser at 6 Pm succeeded in getting
 over the bar made all sail and N.E. at 9.30 Pm ^{Scot} Faff
 Light bore NW by compass and south point N.E.
 curtailing the Log 3 hours for the purpose of closing air
 time Saturday Nov 15th Fresh breezes and cloudy weather
 Latter part same ship leaking badly since we left
 the bar of 800 pap caused by straining getting over the
 bar. From the 15th to the 22nd weather much the same
 ship still leaking throughout the time much the same
 and nothing material occurred except the springing main
 topsail yard which was fished. 22nd a heavy sea from
 the Eastward one of the men sick, the fore topsail sheets
 started the partners of the foremast up shifted them to
 the midship bits, middle part greatly heavy head
 sea ship diving bows under, latter part same ship
 Leaking very bad making 500 strokes per hour

23 Strong breezes and heavy squalls at 1 Pm
 took in the top gallantsails and doubled reefed the top sails
 ship labouring very heavy and leaking very bad, at 3
 Pm took in the mainsail jib and spanker Latter part clear
 made sail accordingly

Sunday 24th light breezes
 and passing clouds. at 12.30 Pm ship wind hauling to
 the Northward carried away fore topsail scalyard, bent the
 main spence, middle and latter part pleasant, ship
 continued to leak.

Monday the 25th fresh breezes and
 passing clouds. at 8 Pm took in fore & gallantsail and
 gave topsail paper several reefs standing to the
 Westward, at 10 Pm made Salt Key bank light bearing
 E N E 10 miles distant at midnight the light bore E by S
 middle part strong gale took in all light sails
 at 4 A M tacked ship at 5 A M leak increasing
 keeping the pumps constantly going 3 men sick
 bore up for Key West barque rolling and straining
 in the ^{sea} heavy, made signal for wreckers to get a
 Pilot but having no wreck Pilot did not
 take any one running up along the reef

keeping a proper distance

26 heavy Gales with a heavy sea at 3
I m papered Key Largo. at 4 papered Dog Key. at 5.30 small
Key West and Sand Key lights latter having W & W
close uped the fore and double reefed the main topsails
took in the courses and stood off shore at 7 a m
a pilot came on board and took her in at 9
a m came to an anchor in Key West harbour
at 11 hauled in to the wharf and made fast
six men employed pumping ship and getting
ready for discharging

And the said appraisers do further
solemnly declare and attest that the said
Barge Eleanor at the time of her departure
from the appraisers post of New Orleans was
tight staunch and strong her hatches were
and sufficiently caulked and covered and
was full and sufficiently manned and pro-
vided with all things needful and necessary
for said intended voyage, and the said appraisers
and ships company did their utmost
endeavours to preserve the said Barge and
the goods of her lading from damage and
Loss

^{his}
James x Edwards
^{mark}
John Peterfen
^{his}
Alexander x Robinson
^{mark}

Lloyd Steamer
Jerse L Atwood
Steengrim Olsen
William Bonell
John Randels
Joseph x ^{his} Papero
^{mark}

Isaac Jackson
Richard Nickols

And therefore the said Lloyd Steamer did declare and
protest and by these presents doth solemnly Protest against all
and every person or persons whatsoever whom it doth shall or may

8 miles distant at 10 P.M. it bore N.E. by East. hauled
up W.N.W. At 10.30 P.M. the Ship struck in two
every means by turning sails to get her off, but
not succeeding in ~~them~~ hour on board our deck
load of Whed Panels and Cabbages, and Panels
of Potatoes and Onions which was in the long boat
for stores, got out our boats and cleared away
the main hatch by throwing out the Potatoes and
onions, we then set a light for the wreckers, by
burning the in ~~the~~ Panels as a signal of
distress, at 11 P.M. Ship striking heavy and ship
the rudder, at 1 am man used the Boat and sent
her on shore for assistance at 1.45 am a white boat
was absent. Capt Brightman and three men
came on board, in a boat and immediately
commenced breaking out cargo, all our men
employed at the pumps. at daylight got out the
Larboard anchor, and fifty fathoms of Chain
the George Eldridge hauled alongside and com-
menced loading, the leak increasing three feet
water in the hold, two boats came alongside
from fishing smacks. We employed all the men in loading
the ship with dry goods oil candles and potatoes and onions and
pumping the ship. Day ends with moderate breezes from the eastward

Tuesday Nov. 19th 1844 - Weather continues the same at 2 P.M.
commenced loading the smack Achilles with potatoes and onions, at the
same time kept both pumps going - at 3 P.M. paid the ship and
hove taught the chaser and hawser at 4.30 the tide being high hove the
ship off at 7 P.M. bore too in three fathoms of water - through the
night all hands employed at the pumps - at day light got the rudder
on deck - at 9 P.M. got underway with three smacks ahead to tow us and
one astern to steer us - Ends with light breezes from E.S.E. ~~map~~ ship leaking
at the rate of 2000 strokes Per hour - Wednesday Nov. 20th 1844 commences
with light breezes from E.S.E. and pleasure at 6 P.M. come to in
Portugal harbor Tacked the sails - through the night employed
at the pumps - at 7 A.M. sent our blacksmith ashore and made
a rudder pin and put it on and reshipped the rudder - at 10

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A.M. commenced breaking out the ^{raft} cargo to find the leak
cut away the ceiling and found it to be in the dead wood and all
our efforts to stop it proved in vain - Captain and two men diving under
the ships bottom and succeeded partially in stopping the leak with
oakum and soap and nailing canvass on it - Ends with moderate
breeze ship leaking about 1400 strokes per hour -

Thursday Nov. 21st 1844 - Commences with moderate breeze
from E.S.E. and pleasant - employed pumping leaking at the
rate of 1000 strokes per hour - through the night weather as above
At 7 A.M. saw a Brig to windward supposed her to be ashore
Ends with pleasant weather Wind S.E. -

Friday Nov. 22^d commenced with moderate breezes from
S.E. and pleasant - part of the wreckers gone on board the
Brig Line rock, at 6 P.M. six men came on board formerly
belonging to the Brig Line Rock - Middle and latter part - weather
and leak the same

Saturday November 23^d commenced with Light breezes from
S.E. and pleasant - at 1 P.M. took in 174 Bbls of Potatoes and
onions from the sloop Geo. Eldridge and 88 from smack Achilles
at 4 P.M. hove up the anchor and dropped the ship
round a point of shoal - Through the night - Moderate breezes
and squally - at 5 A.M. got the ship under way with a light
air from S.W. and pleasant - next day

Sunday November 24th commenced with light airs and
squally - at 7 P.M. Tortugas light Bore
Distant 12 miles at 3 A.M. made said key light
at 5 A.M. heavy squalls from the northward
at 8 do Took a Key West pilot -

At 5 P.M. came to anchor in Key West harbour
and hauled in to the wharf -

Day ends with ~~heavy~~ ^{strong breezes} from the northward.

So ends those 36 hours

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State of Florida
County of Monroe }
City of Key West }

George H Cole Master
of the Schooner Stranger of Charleston of
the burden of Seventy five Tons or there
abouts declares to have sailed from the
Port of Charleston on the Tenth Inst
sailing on board an assorted cargo
of Marse and bound for Key West
came in on the reef on the 24th Inst
exposed to a head wind & Calm during
passage while at anchor off Logger
head Key when he came to, in con
sequence of thick rainy weather
parted an ^{side} chain in the House
and lost about 21 fathoms of Chain
and the anchor proceeded on for
Key West where he arrived at about
9 o'clock AM. this day

Having damage & Loss
he Enters this his note of Protest to be
extended when and where he may
think proper so to do
Done before me this George H Cole
26th day of June
AD 1846.

A Patterson
Not Pub

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United States of America
State of Florida
County of Monroe
City of Key West

By this Public Instrument
of Protest and Declaration

Be it known and made
manifest unto all whom it doth shall or
may concern that on this Twenty Sixth day
of May in the Year of our Lord one thousand
and Eight hundred & Forty five came
and appeared before me Alex^r Patterson
a Notary Public duly Commissioned and
sworn for the Territory and County aforesaid
said George Brazier Master of the American
Barge Globe of Boston of the burden
of three hundred and Seventeen Tons or
thereabouts who made before me the
~~for and~~ ~~notary~~ a Note in Entry of
Protest in due form, and Order

And on the Twenty Eighth
day of May same year again came and
appeared the said George Brazier Master
John Remington mate William Kniff second
mate John Dade & Thomas Good

Seamen all of the
aforesaid Barge who being duly and
severally sworn on the Holy Evangelist
of Almighty God do depose and Say that
they set sail on board the aforesaid
Barge Globe at the port of New York
on the Twenty Ninth day of April
now last past being in Ballast &
bound for New Orleans. and that
nothing material occurred during the

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voyage worthy of note here untill Monday
May the 19th 1845-

Commenced with fine breeze
and clear weather, at 7 P.M. made Fortugas
light bearing N ~~E~~ W. distant 8 miles
at 9 the light bore E by N. distant 8 miles
hauled the ship up N & W and soon after struck
on the west reef of Fortugas, we immediately
spruced the main yards and braced up
the head yards. trying to get ^{her} head to the
southward but it proved of no use, we
immediately sent the crew in the boats
to trim out the ballast, to the larboard side
the ship striking very heavy. at the time
at to was bounded by a number of the
suckers. who offered their assistance
which we did not take at the time
using every means to get her off ourselves
at 1 O'clock concluded to take the assis-
-tance of the suckers our own crew not
being sufficient, the suckers immediately
got their men on board, about 25 in number
and commenced to get out the long boat &
came out the stream anchor chiefly
astern, took the Hauler to the Captain
and how it taught to keep the ship from
going any further on the reef, our crew
in the mean time employed in furling
the sails, the wind blowing very fresh
from the East, and the ship striking
very heavy all night. at day light
commenced to haul again on the hauler
at 6 A.M. took the hauler in at the larboard
bow and swung her head to the southward
we immediately made ~~at~~ sail and by 10
O'clock succeeded in driving her over

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the reef, and proceeded towards Tortugas
harbour at 12 meridⁿ packed ship to the
south and East, the wind blowing fresh
from East. So ends these 24 hours.

Tuesday 20th May 1845

Commences with fresh breezes from
the East, and cloudy weather trying to
work the ship into Tortugas harbour
at 7 Pm found the ship lost ground
thought best to bring her to anchor,
which we did on the west side of
Sagehead Key in 7 fathoms water
with the small bower and twenty
five fathoms chain, since we got
off the reef we find the ship to make
more water than usual middle part
moderate breezes and cloudy latter squally
with rain. So Ends

Wednesday May 21st Commences
with light winds from N.E. & Cloudy
weather ship still at anchor
at 6 A.M. we got the ship underweigh
the wind N.E. and run round the reef
and hauled to the Eastward the wind
hauling to the North we are using every
means to get to Key West. at 10 A.M. the Tortugas
light bore N.W. distant 12 miles proceeds
on for Key West where we arrived on
the 27th May and hauled in to the wharf
Latter part calm all hands Employed dis-
charging ballast

And the said appears do
further severally declare and attest
that said barge Globe at the time
of her departure from the aforesaid
port of New York was tight strong

and strong her hatches all and suffici-
 ently caulked and covered and was full
 and sufficiently manned and provided
 with all things needfull and necessary
 for said intended ^{voyage} and that the said
 appeared and Ships Company did
 their utmost Endeavours to preserve
 the said Ship and the goods of
 her lading from damage and Loss.

Geo Brazier
 John Kemmington
 William Sheriff
 Thomas Bick
 John ~~W~~ Dade
 Mark

State of Florida
County of Monroe

Thomas Richardson
Master of the Brig Emory of Trenton
Maine of the length of one hun-
dred & twenty four tons or thereabouts
declares to have sailed from the port
of New York on the 3^d day of June
now last past being on board a
Cargo of Molasses and bound for
Key West and St Marks on her
passage out was run into by a ship
and carried away topgallant mast
and done other injury to the ship
cables and rigging during the passage
arrived at Key West on the 5th
Inst

Learning damage and
loss he enters this his note of protest
to be extended when and where he
may think proper so to do
done before me
this 6th day of July 1846

A. Patterson

Not Pub

Thomas Richardson

To Mason R Packe Merchant Latham Bigh-
-time Ship Master and Samuel Harvey Ship
Wright-

Gentlemen

You are requested to
repair alongside and on board of Schr.
Caroline of New Orleans R R Lewis master
now lying in this port to examine and survey
^{her} ~~the~~ ^{Ketchikan} ~~tackle~~ ^{and} apparel ~~and~~ furniture &
cargo she having experienced severe and
heavy weather on her passage from New
Orleans to this port Indian River and
St Augustine and make your report
to me in writing ~~to me~~ under oath
as soon as possible

Given under my hand
this 19th day of June A.D. 1848 -

J. Patterson

Post Paid

The undersigned M R Packe Merchant
Latham Brightman Ship Master & James
Healey Ship Wright. In compliance
with an Order of Survey to us directed
by A Patterson Notary Public duly Com-
-missioned and sworn for the Territory and
County aforesaid to repair alongside
and on board of Schoon ~~carrying~~
of New Orleans R R Lewis Master to ex-
amine and survey her hull hatches
by Packe appraisal furniture and Cargo
Report as follows

but hatches properly caulked and covered cargo dry under hatches the cargo in the mags.

badly damaged her Cargo well. Stowed and
properly damaged. her plank shears, ~~boards~~
and chain plates loose. and vessel much
strained, ^{the} ~~her~~ ^{the} ~~loss~~ ^{of} ~~best~~ ^{bow} anchor ~~gone~~
~~therefore~~ recommended she be dis-
charged. ~~And the damaged part of the cargo~~
be sold for account and benefit of all
concerned, ^{that a new anchor be furnished} and that the necessary repairs be
put on the said Schooner to enable her
to proceed on her said intended voyage
From under our hands and
seals at Key West this 19th

Original filed Day of June 1845
M. C. Parker

Mr. Packer	LS
Latham Broughton	LS
Samuel Harey	LS

United States of America
~~Township~~^{State} of Florida
County of Monroe
City of Key West-

By this Public
Instrument of Protest & Declaration, be
it known and made manifest unto all
whom it doth shall or may concern
that on the Nineteenth day of June in
the year of our Lord one thousand
Eight hundred and forty five personally
came and appeared before me Alexander
Patterson a Notary Public duly Commis-
sioned and Sworn for the ~~County~~ ^{State} and
County aforesaid Raymond R Lewis master
of the Schooner Caroline of New Orleans
of the truth of Twenty Sanctions
or Declarations who made before
me the aforesaid Notary a note

in Entry of Protest in due form and order
and on this Twenty fourth day of
June same year again came and appeared
the said Raymond & Lewis Master
Allen mate Seaman all of
the aforesaid Schooner Caroline of New Orleans
who being by me the aforesaid notary solemnly
= solemnly and severally sworn on the Holy
Evangelist of Almighty God do depose
and say that they set sail from the port
of New Orleans on the Twenty second day of
May now last past having on board
and assorted Cargo of Madras and bound
for Key West Indian River and St Augustine
and that nothing material occurred during
the voyage until May 31st commences
with light Breezes from N E which continued
until 8 PM hauled to N N W, and at 10 PM
wind hauled to the East. at midnight the
heavy close reefed all sail at meridian
stretched in with the Land and came to
anchor with heavy Gales from the East &
Schooner Leaking forty Sticks per hour
so Ends June 1st strong Easterly Gales
got underway and beat in one Cipalackian
bar head tide came to Anchor.

June 2nd got underway and beat
in the bay and came to anchor at 5 am
got underway and beat down to the East
pass. where we lay until the 5th June when
we got underway and beat out of the East
pass. June 6th moderate ^{wind} weather & Rough
sea 7th continues moderate winds & sea
rough June 8th calm and rough sea
at 3 PM Packed flying Jib Stay &
seising to main rigging Little part Squally

from 8th to 15th June winds Light and variable at 1 P.M. on the 16th fore rigging started top timbers and plank sheer up in carrying sail repaired etc. at 4 P.M. seizings of fore rigging parties fitted temporarily at 5 fore gaff gave way Landed down foresail and papered Lathrop at 7 am Made Mule Keys Ends with heavy gales from Eastward

17th Strong Gale from the East. Came to Anchor under the Marquis Keys. at 6 am got under weigh strong breezes from the Eastward

18th wind still Easterly at 6 P.M. saw the light house at 6 P.M. came to Anchor under Mule Keys. heavy Gales from E.N.E. at 5 A.M. got under weigh and at 9 am Pilot came on board. and at Meridian crossed the bar, June 19th Strong strong gales from the Eastward at 4 P.M. papered the Light Ship and came to anchor with head tide and lost the floor of ~~the~~ Anchor, at 9 got under weigh at 12 hauled in alongside wharf at Key West.

And the ^{said} appears do further solemnly declare and attest that the said said Scho Caroline at the time of her departure from the aforesaid port of New Orleans was tight staunch and strong her hatches well and sufficiently caulked and covered and was full and sufficiently manned and provided with all things needfull and necessary for the said intended voyage and that the said appears and ship's Company did their utmost endeavours to preserve the said Schooner and the goods of her lading from damage and loss.

Raymond T. Lewis
Charles Allen

State
 Secretary of Florida
 County of Monroe
 City of Key West

Charles R. Griffith master
 of the Ship Southport of New York of the
 burthen of Five hundred Tons or there
 abouts declares to have sailed from the
 Port of Charleston on the 27th day of
 February now last past having on board
 a part of a cargo of Bay Rice and
 bound for Appalachicola on Wednesday
 evening the 4th Inst. at about 10 O'clock
 got on shore on the Tortugas where
 we lay for about 65 hours was assisted
 by wreckers in getting off and succeeded
 in doing so on Saturday Evening at about
 5 O'clock and proceeded for Key West
 where we arrived on Monday evening
 at about 11 O'clock.

Feeling damage and loss he
 enters this his note of Protest to be
 extended when and where and he
 may think proper so to do
 Done before me this
 10th Day of March.

1846

A. J. Patterson
 Not Pub

To. C. Carter merchant J. Watlington Ship Master
 & J. Harvey Ship Carpenter.

You are requested to repair
 alongside and on board of the Ship Southport E. R. Griffiths
 Master now lying in this ^{port} harbor examine and Survey
 her tackle apparel &c She having been on shore on
 the Tortugas as reported to me. and as soon as

Convenient: Make your report to me in writing under
oath
Given under my hand at
Key West this 10th day of March
A.D. 1846.

Alexander Patterson
Not Pub

The undersigned C. Curtis. Merchant Francis
Watlington Ship Master. & Samuel Harvey Ship Carpenter.
in compliance with an order of Survey to us directed
from A. Patterson Esq Not. Pub. dated at Key West March 10th
1846 to report on board the ship Southport. Griffith
Master and examine her present condition. She having
been on shore on one of the Fortugas reefs. We Report. That
some day repaired on board said vessel and after a
careful impartial examination of the hull &c &c and
from the evidence of the Master and Mate we find
the ship ran ashore on the 4th inst at night in moderate
weather. and lay aground untill the afternoon of the
7th Inst. when they succeeded in getting her afloat. during
the whole time the ship lay aground the wind and
sea was very moderate. the ship thumped but little and
very lightly. and made no water. Sounded the pumps
and found the ship perfectly tight the hull above
water indicating no strain whatever. We procured divers
to examine the bottom (whose report is herunto annexed
under Oath) stating that no material injury has been
sustained. the entire keel is perfect the copper chafed
on one edge in one place without injury to the plank.
We therefore for want of materials and the necessary
Conveniences at this place for such a Constructed
vessel Recommend the Master to proceed from this
Port, to the Port of New Orleans the nearest and
most convenient for repairs as shall be found necessary.
We also certify that the windlass purchase and capstan
bands were broke in heaving the ship off plank on the
long boat started and Solly boat injured in running

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out anchors hawsers chafed on the bottom and running
rigging injured whilst aground
Sworn to before

me this English
day of March 28 1846

A. Patterson

Not Pub

Cornelius Curtis
Wallinglow

Samuel Harvey

Report of Dredges

The undersigned Benjamin Astor Benjamin
Cury & William Weatherford Dredges employed
by Surveyors of Barge Gauges of New York
to dive under the bottom to examine it the
sailing sprung a Leak on her voyage from
Havana for Genoa & also struck on the
Quick Sands. arrived and now lying in
this Port. Report

After diving 10 times under
the bottom and examining her closely we
find her shaling gone fore and aft spikes
sticking in main keel out 4 inches main
keel forward in good order edge of Copper
on lower edge of keel turned up. Keel aft
somewhat injured lower part of Rudder
in bad order braces and pintals sound
and in good order sheathing and copper
on helix from the garboard up in good
order

Sworn to before me
this 28 day of March
1846

A. Patterson
Not Pub

Benjamin Astor
Benjamin Cury
William Weatherford

State of Florida
County of Monroe
City of Key West

Henry Hylting

Master of the Barque Ganges of New York
of the burden of One hundred & Seventy
One Tons or thereabouts declares to have
sailed from the port of Havana on Wednes-
day 18th Instant having on board a cargo
of Sugar & Cigars and bound for London
in the afternoon of the 18th was struck with
a heavy Squall and knocked down after
she lighted sounded the pumps and
found she had 14 Inches water in, hold
took topgallant sails in and continued
under easy sail found she made about
3 Inches water per hour. Key West being
the nearest port. and for the safety of
Ship & Cargo bore up for it on the
Evening of the 18th while going in stays
the ship struck on the Reef where she
lay for about 10 Minutes thumped heavily
succeeded in backing her off & proceeded
for Key West where she arrived on the
20th at about 12 O'clock

Hearing damage and loss
he enters this his Note of Protest
to be extended where and where he
may think proper so to do
Done before me at
Key West this 20th
Day of March A.D.
1846

Henry Hylting

A. Patterson
Notary

We the Undersigned Oliver O'Hara and Joseph Eluardi
 having been requested by Captain Henry J. Eytings of the
 Barque Danges of the New York to survey a part of the
 Cargo landed at this port from said Barque she having
 arrived here in distress on her voyage from Havana bound
 for Genoa do report the following as damaged and recom-
 mend the same to be sold for account of Whom it may
 concern—

M.E.C

Fifty five Boxes Brown Sugar — Wm —

* 4. 6. 12. 17. 18. 19. 21. 30. 34. 40. 42. 44. 46. 55 57
 61. 67. 68. 72. 74. 76. 77. 78. 87. 89. 106. 109. 113 116 120
 124. 137. 148. 190. 208. 222. 232. 278 329. 341. 343 355
 356. 359. 367. 380. 386. 388. 424. 425. 440. 443
 449. 457. 471

Thy West-State of Florida

March 24th 1846

~~For~~ O. O'Hara

Joseph Eluardi

United States of America
State of Florida
County of Monroe
City of Key West

By this Public Instrument
of Protest and Declaration

Be it known and made
Manifest unto all whom it doth ~~may~~ ~~shall~~ ~~con~~
or may concern that on the 26th day of March
in the Year of our Lord One Thousand Eight Hundred
and forty Six, came and appeared before me Alexander
Patterson a Notary Public duly commissioned and
sworn for the State and County aforesaid Henry J
Eyting Master of the Barque Ganges of New York
of the burthen of One Hundred and Twenty one tons or
thereabouts, who made before me a Note in Entry of Port
in due form and order

And on this the fourteenth day of April some
year again came and appeared the said Henry J
Eyting Master David L. Thurston Mate J. Thurston 2^d mate
Charles Van Rost Seaman all of the aforesaid Barque Ganges
who being by me duly and severally sworn on the Holy
Evangelists of Almighty God do depose and say that they
set sail on board the aforesaid Barque Ganges at the
port of Havana on the Eighteenth day of March now
last past, having on board a cargo of Sugar and
Cigars and bound for Genoa, and that nothing material
occurred until 11 A.M. wind squally with frequent gusts
of wind drawing northerly, the sea much agitated by wind
and current. At 12 A.M. fresh gales with a heavy sea then
caused the Barque to labour heavily at which time dis-
covered the ship to make more water than usual - half
seven sounded the pump and found she had made 6 inches
within an hour, at half past twelve struck with a violent
squall from N.E. which ~~threw~~ ~~struck~~ the Barque down straining
her badly, continued pumping during the day - the sea

Still increasing. By consult the Captain deemed it expedient to run for the nearest port, which being Key West, a course was accordingly shaped, a heavy gale Sea running West frequently boarded the ship at 5 P.M. furled top sails, shipped one sea washed away lower boom, bulwarks &c. At 7 P.M. while in the act of staying the ship touched bottom on the Florida Reef and foundered an hour, by indifatigable exertions succeeded in backing her off, carried away the larboard side fore rigging and other damages &c. Barge making much water and the pump regularly attended too. Stood off shore took a 12 Midnight, at 4 A.M. made Sand Key light, took a pilot at 8 A.M. and proceeded up the Harbour of Key West.

A Survey came on board sounded the pump and found the ship to make 4 1/2 inches of water lying at the dock. Friday the 20th & 2 P.M. commenced discharging cargo. Tuesday the 24th got all discharged the Carpenter, caulking ship &c. the crew employed fitting new fore rigging.

And the said Approvers do further, severally, declare and attest that said Barge Ganges at the time of her departure from the aforesaid port of Mobile Havana was tight staunch and strong, her hatches well and sufficiently caulked and covered, and was well and sufficiently manned and provided with all things needfull and necessary for said intended voyage and that said Approvers and Ship Company did their best utmost endeavours to preserve the said Barge and the goods of her lading from damage and loss.

David J. Shannon

John Thurston

Charles Van Overton

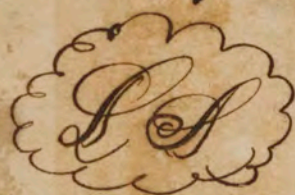
And therefore the said Henry S. Eytings did declare and protest and by these presents doth solemnly protest against all and every person or persons whatsoever, whom it doth shall or may concern and doth declare that all damage losses and detriments, that have happened to the said Barge and the goods of her lading, and of right ought to be borne by the Merchants Insurers and all others concerned in any way whatsoever by way of Average or otherwise, the same having occurred as before mentioned and not by or through the insufficiency of the said vessel, the neglect of said officer or any of his Mariners

This done and protested at Key West
this Fourteenth day of April in the Year of our
Lord one thousand eight hundred and forty Six



In testimony whereof I have hereunto
set my hand and Seal of office at
Key West day and Year last above written
Alexander Patterson
Not Pub

Henry S. Eytings, Master David J. Sherwood Mate
Bro Hurston 2^d Mate and Chas. Vanderhorn Seamen all of the
aforesaid Barge Ganges of New York, being by me
the aforesaid Notary solemnly and severally sworn on the
Holy Evangelists of Almighty god, do depose and say that
the foregoing instrument of Protest has been clearly and
distinctly read over to them the said Dependants and that
the matters and things therein contained are just and
true in all respects as the same are therein particularly
alleged and set forth



In testimony whereof I have hereunto set
my hand and Seal of office at Key West
this the Fourteenth day of April in the
Year of our Lord one thousand eight hundred
and forty Six Alexander Patterson
Not Pub

State of Florida }
County of Monroe }
City of Key West }

John Chelard Master
of the British Bark Mandarin of Glas-
gow of the burthen of four hundred and
Twenty four tons or thereabouts declares
to have sailed from ~~Catantia~~ in the
Indies on the 7th day of November in a
last past having on board a general cargo
of Rice and Two hundred and Eleven
and a half Indian Emigrants for Samaria
on the 15th January put into St Helena
for supplies where we took on board
forty africans sailed on the 15th on our
Intended voyage from the time we left
said Heads Ship Leaking making 13
inches every two hours and at St Lucia
in Samaria on the 23^d of February when
we landed the Emigrants from thence we
proceeded to Black and took in cargo
to fill the Ship, on the 15th April sailed
from Black River bound to Liverpool
on the 24th of April got on Shore on the
Florida Reef, at about 7 o'clock Ship Helms
was assisted by muckers in Lading Cargo
and materials arrived at Key West
on the 27th Inst.

Having Obvance and loss
he enters this his note of Protest to be
extended when and where he may
think proper so to do
Done before me this
28th day of April 1846
J. Patterson
Not Pub

John Chelard

United States of America
State of Florida
County of Monroe
City of Key West

In this public Instru-
ment of Protest & Declaration

Be it known and made
manifest unto all whom it doth shall
or may concern, that on this Twenty eighth
day of April in the year of our Lord
one Thousand Eight Hundred and forty
Six same and appeared before me alexan-
der Patterson a Notary Public duly
commissioned and sworn for the State and
County aforesaid John Cleland master of
the British Bark Mandaine of Glasgow
who made before me a note in entry
of Protest in due form

And on this fourth
day of May same year again came &
appeared the aforesaid John Cleland
Master James McPherson Mate Charles
Walker Second Mate James McIntyre
Carpenter Joseph Smith Sail Maker
& John Morrison Seaman all of the
aforesaid Bark who being by me the
aforesaid Notary solemnly and sincerely
sworn on the Holy Evangelist of Almi-
ghty God do depose and say that they
set sail on board of the aforesaid Bark
at the Port of Black River in Samacia
on Tuesday the 14th day of April
having on board a cargo of mer-
chandise and ^{material} bound for Liverpool
and that nothing ^{material} occurred worthy of

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Order Survey

To O. O'Hara Merchant & J. Sanderson
Ship Master & James V. Ogden Ship Wright
Gent^{rs}

You are requested to repair
alongside and on board of the Ship *Russell*
of Kingston Mass^t. William V. Sanphar
Master now lying in this port to ex-
amine and survey her hull tackle &c
she having been on shore on the Flor-
ida Reef and make your report to
me in writing under oath as soon
as practicable

Given under my hand
at Key West this 24th day
of June A D 1846

A. Patterson

Notary Public

Report of Survey

Agreeable to an Order of Survey to
~~us~~ directed from Alexander Patterson
Notary Public for the City of Key West
State of Florida dated the 24th June 1846
and directed to us - we repaired on board
and alongside of the ship *Russell* of King-
ston Mass^t. Master of Wm V. Sanphar is
master now at anchor in this Harbour
in order to survey and determine what
was proper to be done said ship having
been ashore on the Florida Reef & relie-
ved therefrom by wreckers. Do Report
that after a careful examination
of said ship we find no apparent
strain or injury about her deck or
any part above water we sounded
the pumps and remained for half
an hour and found she made water

at the rate of one Suck per hour—
And on examination of her Chief
officer, and the log book, we find
that she leaked no more than at the
time she left New Orleans.— We there
fore recommend that she proceed
~~as she intended to go to Boston~~
~~to the Port for the purpose of~~
~~being there she be put on the Rail~~
way for further examination

Key West June Signed O O Hara L.S.
24th 1846

Sam Anderson L.S.

Sworn to before me
this 26th day of June
A D 1846

James V Ogden L.S.

A Patterson
Not Pub

United States of America
State of Florida
County of Monroe
City of Key West

By this Public

Instrument of Protest & Declaration.—

Be it known and made man
ifest unto all whom it doth shall or
may concern that on this Twenty third
day of June in the year of our Lord one
thousand Eight hundred and forty six
came and appeared before me Alex^r
Patterson a notary Public duly
commissioned and sworn for the State
and County aforesaid William V
Lauphar Master of the Ship Russell
of Kingston Massachusetts of the

butcher of Three hundred & forty Eight Tons
or thereabouts, who made before me the
aforesaid notary a note in entry of Port
in due form

And on the Twenty ninth day
of June same year again came and
appeared the said William W Lauphae
Master Charles F Butt Mate Daniel W
Monroe Second Mate William Miller &

Charles Butt Seaman all of the afore
said ship Russell who being ^{the aforesaid notary} by me duly
and severally sworn on the Holy Evan
gelist of Almighty God do depose and
say that they set sail on board the
aforesaid ship Russell at the Port
of New Orleans on the 11th day of June
Inst. having on board a cargo of Tob
acco and powder for Gibraltar, and that
nothing material occurred during the
voyage worthy of note here until the
Twenty second Instant. — Commences

^{of} First part moderate breeze and Cloudy
at 2 P M tacked to S by S. at 4 P M tacked to N. E.
at 6 P M tacked to S E by S. at 11 P M tacked to
N. E. at midnight wind inclining to the
Southward and heavy at 15 Minutes past 3 am
ship struck on the NW edge of Florida
Reef the helm was immediately put hard
a lee but to no purpose she was hard a lee
took in all sail and got out the sheet and
her side to seaward and how taught and
cleared away the Hatch to lighten ship
at 5 am the crew came on board
and commenced discharging cargo ^{on board} into
their sloops ship making no more water
than usual which is about 1 Inch per hour

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Cuds with light breezes from Eastward and
Fair Weather with passing clouds employed
and chaying cargo into lighters

June 23. Commenced with light breeze
and weather breezes from E.S.E. muckers
and crew employed discharging cargo
into the Lighters until 6 P.M. when the
ship was hove afloat and proceeded
for Key West, with two muckers on board
as Pilots and five men throughout the
night moderate breezes from Eastward &
E.S.E. at noon Key West Pilot came on
board, and at 3 P.M. came to anchor
off the ~~Key West~~ ^{Key West} with small bower and 15-
fathoms Chain

And the said appraisers do further
Generally declare and attest that the ^{said} ship
Rapel at the time of her departure from
the aforesaid port of New Orleans was
tight staunch and strong her hatches
were and sufficiently caulked and covered
and was full and sufficiently manned
and provided with all things needful
and necessary for the said intended
voyage and that said appraisers and ship
company did their almost endeavors
to preserve the said ship and the goods
of her lading from damage and loss

William V. Lanthier
Chas. Burt
Daniel W. Munroe
Wm. H. Miller
Chas. Burt
Mark

State of Florida {
County of Monroe }

Somers Seull Master of the
Sloop Seaman of Philadelphia of the fulling
one hundred & twenty four tons or there-
abouts declares to have sailed from the Port
of Phil^a on the 23 of May having on board a
cargo of Coal and bound for New Orleans
Calcutta head winds on the 5th Inst at 3 o'clock
in the morning got on shore on the Florida
Reef was assisted by barckers in getting off
and arrived at Key West on the 10th Inst

Leaving damages & Loss he enters this his
Note of Protest to be extended when and where
he may think proper to do
Done before me this
10th May A.D. 1866

J. Patterson

Notary

Sealed

Somers Seull

Pharos who took us in tow and towed us in over
 the reef & anchored. Ship hanging to Schooner
 took a Key West Pilot and proceeded on to Key
 West in tow of the Pharos. where we arrived
 on the 15th instant at about 10 O'clock and
~~came~~^{got} to anchors & moved ship

Feeling damage and loss he enters
 this his note of Protest to be extended when
 and where he may think proper to do
 so before me this
 17th day of November
 A.D. 1857.

James Jenkins

A Patterson
 Not Pub

To W H Shaw Merchant

William Jones Ship Master & Alex Brown Ship
 Carpenter.

Sent

You are requested to repair along
 side & on board the Ship Libby of batts Maine
 Jenkins Master now lying in the Port & examine
 and survey her Condition she having put in to
 this port dismasted & make your report to me
 in writing as soon thereafter as convenient

Given under my hand and
 Seal at Key West this 18th
 day of November 1857

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A Patterson
 Not Pub

United States of America
 State of Florida
 County Key West

On this nineteenth day of November in the year One thousand eight hundred and fifty seven before me the said Patterson a Notary Public duly Commissioned and qualified for the State & County aforesaid, came and appeared James Jenkins Master of the Ship Sibyl of Bath Maine of the burthen of Six hundred and Ninety two tons or thereabouts who made before me the aforesaid Notary a note in entry of Protest in due form.

And on this Nineteenth day of November same year again came & appeared the said James Jenkins master of the said Ship Sibyl Mate Thomas Kelly & Mate & Robert a cooper Carpenter all of the said Ship Seamen. who being by me the aforesaid Notary solemnly and mutually sworn do depose and say. That they set sail on board the aforesaid Ship at the Port of Mobile on the 31st day of October now last past having on board a Cargo of Cotton & bound for Havana and that nothing material occurred during the voyage worthy of note here until Thursday November 12th 1857. That part of the 24 hours strong gale close reefed the topsails and took in the Courses & Mizen topsail, at 8 PM took in the Fore top-sail and hoisted the Ship too under close reefed main topsail and Orignal Spinnaker. weather very thick & blowing very heavy. Middle part fresh gale and squally at 8 30 AM made the land under and set fore top-sail close reefed, and wore Ship to the Westward, and stood on one horn and made breakers on the lee bow, wore Ship

State of Florida 3
 Monroe County 3

W E Jefferson Master of the Scho
 Greenland of Vienna Maryland. of the burden of
 Tons or thereabouts declares to have sailed from
 Attakapas on Monday the 30th day of December now last-
 past having on board a cargo of Sugar & Molasses and
 bound for Baltimore on the 7th day of January struck on
 a ledge of rocks and brought up vessel striking heavily
 this the pumps and found her leaking badly threw overboard
 the deck load and at day light discharged cargo
 from the hold on board run out the kedge anchor and
 backed the head sails and then ran all the rubbish stowed
 from off deck. At noon succeeded in heaving off stilled
 the Hauler and made sail for Key West (supposed we were
 on shore about 20 miles west of Havana) entered at
 Key West on the 19th Inst and came to Anchor in
 the Harbour &

Having damage and loss he enters this his
 Note of Protest to be extended when and where he may
 think proper so to do. W. E. Jefferson

Done before me this
 19th day of January
 A D 1858

A Patterson

Not Pub

to proceed on her voyage to Galveston and as a
recurrence all necessary repairs in first convenient
port.

Given under our hand and
Seal at Key West this 12th
day of Nov 1839

Agnes J. Stanton
J. Wallington
G. E. Wearn

County of Florida
County of Monroe
City of Key West

David W. Tyler Master

the ship Falcon of New York of the burthen of
thirty five Tons or thereabouts declared to
sailed from the Port of New York on Wednesday
the 18th day of Dec^r Mon^r Last Past having on
board a cargo of lumber bound to Apalachee
acoli on Monday the 22nd Dec^r & came
away main-mast ^{of Spring} ^{the} ^{Board} ^{part}
scudding under close reefed foresail lost
of Rigging & fitted the main-sail to foremast
and proceeded on our voyage put in
Key West for water on the 5th Jan^y for
ing Bartray and Lopp he enters this
A Protest to be extended when and where
he may think proper so to do
done before me this

5th Jan^y 1840

A. Patterson
Not Pub^e

David W. Tyler

County of Monroe
City of Key West

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John Merryman

Master of the American Scho. Port Leon of Bath
of the burthen of One hundred & thirty eight
Tons or thereabouts declares to have sailed from
the port of Bath on Sunday the 20th day
of October now last past bound to St
Marks having on board an assorted
cargo of Mase on Wednesday Evening at
about 3 O'clock got on shore on the
Florida Reef near the Light Ship and
after throwing over board a Quantity
of Lumber and Soap succeeded by carrying
out her Anchor in leaving her off at
about 5 O'clock and proceeded for Key
West to fill water when we arrived
on Thursday Evening at about
8 O'clock and came to Anchor
fearing Damage and Loss her
Huller this his note of Protest to be
extended when and where he may
think proper so to do

Done before me
the 15th day of Nov
1839

John Merryman

J. Patterson

Not Pub

Secretary of Nevada
County of Mono
City of Elko

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... off the ... head ... the south
... strongly on the ... get the long boat out with
... in the channel where we must have said in
... of steam ship boats ahead. the sun and sea setting
... about 10 ... account ...
... large quantities of water ...
... with buckets from the other hatch ...
... in the ...



said intended voyage and that the said appellants
and Ship's Company did their utmost endeavours to
preserve the said Ship and the goods of her lading
from damage and Loss.

W. E. Jefferson

Peter Gray

James H. Hatcher

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State of Florida
Monroe County

Says I Remune Master of the Ship
Fanny Foster of New York of the burthen of Six hundred
& twenty four Tons or thereabouts declares to have
Sailed from the port of New Orleans on ~~Monday~~ the 27th
day of January now last past having on board a cargo
of Sugar and bound for New York. Experienced heavy weather
on the voyage on Monday 1st February shifted the cargo to
Port in a very heavy Squall giving the Ship giving the
Ship a heavy list, ^{on the 3rd} sent down main Royal yard & gear &
Fore and Mizzen topgallants yards masts & Rigging to
strengthen the Ship in consequence of the shifting of the
Cargo. on the 4th bore up for Key West. at 9 A.M. got
a Pilot on board and at 11 came to Anchor in
the Harbour

Seeing damage and loss he enters this his
note of Protest to be extended where and where he may
think proper so to do
Done before me this

4th day of February
A.D. 1858

A. Patterson
Not Pub

United States of America
State of Florida Monroe
County City of Key West

On this fourth day of
February in the year One thousand eight hundred & fifty
eight before me Alexander Patterson a Notary Public
 duly Commissioned and qualified for the State and
County aforesaid came and appeared Says I Remune
Master of the Ship Fanny Foster of New York of the burthen
Six hundred & twenty four Tons or thereabouts who made
before me the aforesaid Notary a note in Entry of Protest

The undersigned by in compliance with an Order of Survey to us directed from a Patterson Esq. a Notary Public dated Key West February 4th 1858 To repair on board and examine the Condition of the Brig Austins of Thomaston Me. Elms Master, she having been in Contact with a vessel at Sea and received serious damages.

We report this day repaired on board said vessel and find the main stem down to the water edge crushed in to the woodends, and the woodends started

Report on file

United States of America }
 State of Florida, Monroe }
 County. Key West } p.

On this 4th day of February in the year one thousand eight hundred and fifty eight before me Alexander Patterson a Notary Public duly Commissioned and qualified for the State and County aforesaid came and appeared Henry Elms Master of the Brig Austins of Thomaston Me who made before me the aforesaid Notary a Note in writing of Protest in due form.

And on this 13th day of February same year again came and appeared the said Henry Elms Master

Mate

Swearmen all of the aforesaid Brig who being by me the aforesaid Notary solemnly and Sincerely sworn to depose and say that they set sail on board the aforesaid Brig Austins at the Port of Havana, Cuba on Tuesday the 2^d day of February last having on board a Cargo of Sugar and bound for New York, and that nothing material happened during the voyage until the 3^d next day at about comes in with fresh breezes from N.E. with Squalls, at 6 PM tacked Ship to the North, took in gaff topsail & Royal at 11 30 PM, came in Contact with an unknown vessel standing to the east, which took away the boom & cutwater

and an attached, and secured the bowsprit on one side
Mate Sick with the Fever in his berth. at 4 P.M.
Made the said Key Light-House Set Columns for a Pilot
at 6 took in tight-Sails to keep the topsails from going
over the side took ship to the eastward with strong breeze
and sharp sea. at 7 P.M. Pilot came on board, and
proceeded on the reef. at 9.30 came to anchor in
the Harbour of Key West Mate still very Sick
So Ends

And the said appears do further solemnly declare
and attest that the said Brig at the time of her departure
from the aforesaid Port of Havana was tight staunch &
strong her Hatches well and sufficiently caulked & covered
and was full and sufficiently manned & provided with
all things needful and necessary for the said intended
voyage and that the said appears and Ships Company
did their utmost endeavours to preserve the said Brig and
the Goods of her lading from damage & loss.

Henry J. Ellens
J. W. Haskell
Thomas Spear
Franklin H. Lloyd
Peter Reay

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18 fathoms land noon still blowing heavy with a heavy sea
rolling over the weather side of the ship

From this day to the 20th muckers and
Ships Company still employed discharging cargo and
Sanding down masts yards rigging &c. and during this
time the Ships bottom suddenly broke in -

20th wind moderate, but a very heavy swell
rolling over the reef muckers and Ships Company busy
getting the main rigging anchors & Chains of the muck &c.
on board the Schooner Texas & Cherment, I P M moderate
breeze & clear weather. 6 A M sand an ice could and left
the ship at 8 A M in charge of Capt Kent and proceeded
for Key West in the Bell of the Cape and Texas where we
arrived on the 21st Inst (Cure line)

And the said appears do further duly
declare and attest that the said ship at the time of
her departure from the aforesaid of New Orleans was tight
staunch and strong her hatches well and sufficiently caulked
and covered and was full and sufficiently manned and
provided with all things needful and necessary for the
said intended voyage, and that the said appears & Ship's
Company did then utmost endeavours to preserve
the said ship and the goods of her lading from damage and
loss.

Robert Darby
Henry Stephenson
Peter Gallagher
John Platt
John Henderson
William McNamee
George McKenzie

Children of Capt Joseph Smy

show, together with the perilous conditions of
the vessel and cargo on the Reef and the Conduct of
the Wreckers were fully and clearly discussed, and
Explained; and the whole testimony tended not
the slightest degree to show a shade of fault
over the proper conduct and good faith of any
man on board. But on the contrary conclusively
proves the loss of the vessel to have been the
consequence of the violent winds which at this
season are always prevalent upon this coast
and a loss which no mere human skill or
energy could have averted. — And then was
the testimony of three unimpeachable and
disinterested men — who were on board of the
vessel when she was stranded, which
testimony placed the truth clearly before the
Court.

But at this stage of the proceedings I
was by the Hon. Judges summoned to float about
the town of Key West, that I had purposely
stranded my vessel, and had colluded with Wreckers
to defraud my owners & Underwriters; that these
rumours had reached his ears, and that he
intended vigorously to investigate them.

In reply to this I stated that if the Court
deemed it proper to make the idle gossip of
a small town the basis of a gross judicial
investigation — which investigations ^{highly} designing
evil minded persons be made to result — Objection
by to me, I had not the slightest objection; but
at the same time insisted that a Prosecutor should
be appointed by the Court to represent the Owners
& Underwriters and that the investigation should
fairly conducted. This however did not meet
with the approbation of the Court, which proceeded
at once to subpoena a large number of
Citizens, and sixteen were examined under a

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Judge during the progress of two days: but not-
withstanding this unheard off mode of investigation
nothing was elicited to impeach the propriety & good
faith of my conduct as master of the Teguati

His Honor had travelled so far out of the
Record to obtain proofs - that it would not have been
surprising, had some evil persons been found among
such a cloud of witnesses to have imputed to me
improper motives & acts. - But so far from this no one
was found sufficiently base, so careless to the stings of
conscience, as to testify against me; and I came
out of this singular ordeal, thus anomaly in the
practice of the courts of my country in a manner
as creditable to me as it was disreputable to
my enemies.

Three days afterwards the Court read its decision
in the case by which my Cargo is taken from me,
my reputation is blasted, and I am sent abroad
upron the world with a stigma upon my reputation
as abhorrent to the soul of an honest conscientious
mariner as it is unjust and unfounded

Against this decision it now becomes my duty
to protest; - and to pronounce the investigation upon
which it is based as unjust - illegal & repugnant
to the spirit of my country's free Institutions, an
anomaly in the Jurisprudence of every enlightened Country
on Earth, and a proceeding which finds no parallel
in any country breathing the air of Freedom. -

I protest against the decision as being repug-
nant to the facts disclosed by the testimony in the
cause, as being repugnant to the letter and spirit
of admiralty law as administered by the enlightened
Juries of my country, and as being as inconsistent
with itself as it is with Law & Evidence

It proceeds upon the grounds that I purposely
endanger my vessel, purposely jeopardize the lives of all
on board, and the cargo under my controul by running

her on shore. and as a punishment - deprives me of
all controul over my cargo. - Is this a punishment
for such an offence? an offence which all civilized
nations look upon with horror, and which all laws
even those of this Territory, punish with death? -
Either I was guilty or I was not-guilty. - If I
was guilty the court - has not fulfilled his duty, & it
has thrown a man steeped in guilt, convicted of a
crime of the darkest character, abroad upon the
world - to continue a course of iniquity. - If I
was not-guilty why this decision! -

I protest against this decision leaving me
as it does with no appeal to a higher tribunal
without awaiting the decision of the appellate court
of Florida which will not convene before January
next year - and by which I would be subjected
to an expense I am unable to meet

I protest against this decision for depriving me
of the controul which as master of the Regent - I alone
had the right to exercise over her cargo & for detaining
the cargo here for a long space of time by which
great loss must ensue to those concerned in it.

I have been arraigned before a grand Judicial
Tribunal upon no stated charge - upon no known
accusation - upon no complaint made in a
tangible form - I know not my accuser, for the
court acknowledges it proceeded upon certain
rumours. - No testimony could be found to substantiate
these rumours, my good faith & probity as a ship
master was made manifest and I protest against
this decision because it seems to be based upon
rumour and not upon testimony, because it leaves
me no remedy either by appeal or by prosecution
for libels against my accuser; because it impeaches
my integrity without having first entertained or
heard any charge, complaint, or accusation
against me, and because it is repugnant to

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the law and evidence in the case inconsistent with
itself disastrous to my reputation, my interest &
the interests of all concerned in my appeal and
cargo

Done before me at
Key West this the
Twenty Ninth day of August
A.D. 1842

Elisha P. Phipps

A. Patterson
Not Pub

W. B. Smith

- 1 Cooley
- Match Plans
- 2 Beas do
- 1 Rabbit do
- 1 Hans do
- 1 Tennis do
- 2 Squirs

Robert Smith Case

Robert J. Phelps

New Basin

Orleans

Capt Louis Papist Lamer
Orleans

