

Jan. 13th, 1864
Off St. David's Head, at 5 a.m.

The wind at W.S.W. Light Breeze rather hazy on the horizon - the Second Officer, Mr. Dowd, in charge of the Deck, the man on the lookout reported a vessel on the Port Bow. Mr. Dowd observed her to be about four points on the Port Bow, and running before the Wind, but she had no lights hanging out, he, Mr. Dowd, immediately enquired if our Side Lights was all right, and the answer being in the affirmative, Mr. Dowd hailed the Vessel to Port his helm, three different times, to pass under our Stern, seeing that it was impossible, that he could clear us, by going ahead, but seeing no one on her Decks, and hearing no response, and that the Vessel kept her Course, he immediately threw all aback, to ease the Concussion, at same time calling me, the Master, on Deck, I being laid on the Sofa, having been nearly all the time on Deck since leaving Liverpool, & being already dressed, I immediately ran on deck, just in time, to see the Collision, our Sails being flat aback, & the Brigs yards Square with her Stern to the Wind, I immediately ran Foreward, & found that he had carried away our Jib Boom, & that the Jib Boom Gear was entangled with his Starboard Side, but I saw no light except the one in the Binacle, Subsequently he hung out a Red Light, - All hands being on Deck, I kept the Sails aback, & as soon as possible took in Staysails, etc., but owing to our Chain Head Gear being foul of him we was about one hour before we cleared - All this time we was using every exertion to clear him, myself, the first & second. Officers as well as the man on the Lookout, can confidently assert that we saw no Side Lights hung out, at the time of the Collision - (Marginal note: At the time of Collision, the man "Andrew Moore" was at the Wheel & "James Hanna" on the Lookout.) The Stars being clear overhead, although the horizon was rather dull, rendered objects on her Decks visible, but the Man on the Lookout could see no one on her Decks - We was in collision about ten Minutes, before I could receive any answer, from the Crew of the Brig, who then spake in what I judged to be the Spanish language, so that I could not understand them - I frequently asked the name but received no answer - After the Brig was clear of us, he kept on his course, steering for Holyhead, & I saw no more of him - I judged him to be a Spanish Brig, & by the Course he was Steering, bound to Liverpool - our Ship lying too close to clear away the wreck - We hoisted in the broken piece of Jib Boom, & saved a great portion of the Head Gear, the Jibs & Foresail being very much torn & unfit for use, without repairs - I then made Sail & Stood to the Westward, the Wind having veered to the South, during the time we was in Collision - X
After making Sail on the Ship, the Crew came aft to me and desired to speak with me, on asking them what they wanted they replied that they desired me to put back into some Harbour, as the Ship was, in her disabled state, not fit to proceed to Sea, & as they was worn out with fatigue, it was impossible they could Work the Ship out of the Channel - I told them I was the best Judge of that, & that there was no difficulty, only a little extra labour, & as the weather at the present time was fine, and likely to continue, we would try and repair damages & proceed on the Voyage - they replied that with all due difference to me, they would not, proceed in the Ship, nor do any more Work, unless I would bear up for some Harbour to put the Ship in order, as at the present time, she was not Sea worthy - Seeing that they were obstinate, & that without the Crew being willing to Work, the ship was in danger, I consulted with my Officers, & finally concluded, that, under the circumstances, we had no other alternative, but to put back, for the safety of the Ship & Cargo, as without men to Work the Ship, she was in danger of being lost.

The above has been read over ^{to} the Crew & their answer was it was all right.

(Signed by the Master, 1st, 2nd & 3rd
Mates & the Carpenter.)

