Anchor and put to sea, passed Oland about 8 O'clock.

Sunday, July 31st.

North Sea, discharge the Pilot about 8 O'clock, entered the Channel, at the signal Pilot boat took no Pilot. A great many sails in sight.

Monday, Aug. 1st.

Engl. Channel. Fine day, many sail in sight. Served out hat bands with name of the ship.

Tuesday, Aug. 2nd.

At 7 O'clock passed land End of England. stood off for the coast of Wales, about 9 Bell, P.M. made Cape Clear on the coast of Ireland. Entered St. George Channel. stood up for Liverpool.

Wednesday, Aug. 3rd.

Standing up for Liverpool, took a Pilot about 8 Bell Am. Made the cape about 1 O'clock. passed two ships of the line and one Frigate, passed near the two ships that was intended for the Plock, anchored near one of them they found like they would give our Gun Boats some trouble, one of the English Commodores came on board, saluted the English Flag.

Thursday, Aug. 4th.

At Liverpool. Morning Rainy, saw papers from one of the 214th, with word of the invasion of Maryland and attack upon Washington, and their repulse, and retreat also the depredations of the "Florida", made preparations for cooling ship, so we are to sail on the morrow, so as not to break the English neutrality law, our coal arrived about 10 O'clock, P.M., we at once began to coal ship.

Friday, Aug. 5th.

At Liverpool, we could ship all night. Finished about 4 O'clock when we at once proceed to ship anchor, while getting up anchor, Charles Johnston, 1st mate, died of consumption, native of Boston, Mass., being in great haste, we were obliged to take
Sunday, Aug 7th—
Cruising in the Bay of Biscay, quite cool steaming to the southward. Duties at four bells—then service at five. Five bells, raised many sails in the evening. All hands were muster'd to hear the sentence of two men. By Court Martial for shirkiness and desertion. Each to loose six months pay and to be discharged.

Monday, Aug 8th—
Cruising in the Bay of Biscay—quite cool to day we round up our shall cable and overhaul them. Then stood them away again in the evening we saw a steamer and gave chase. Carried no lights all our fore and aft sails set.

Tuesday, Aug 9th—
Cruising in the Bay of Biscay. A little warmer than we have felt it for several days. We chased the steamer and overtook her about 4 O'clock AM, one of the Matchett...
rainian Mail Steamers, we again haul
our course to the southward. to day we set all
our square sails, gain along quite briskly

Thursday, Aug. 11th
On the Coast of Portugal, the wind was
all hands were喊ed at three bells
Read the Articles of War. Made land about
8 bells. Noon. Passed an English mail steam-
er, we took a Pilot at 8 bells P.M. got out
Boats, we expect to see Lisbon on the Mooner,
the country is very high and thilly.

Thursday, Aug. 11th

Off the coast of Lisbon. last night A steamer
(Big Rig) passed close to us, when we attempted to
spear her, she doused her lights, and attempted
to pass us, we also doused lights also, and gave
chase, we overtook her and called her Round ship
was the Schoter, Steamer Julia, we asked she
from, and where bound, but we got no answer,
we stood of and on all night, this morning
we saw A steamer (Big Rig) suppose to be the
same steamer that we spoke last night. also another
steamer (Baghe Rig) we keep about 5 miles from
then all day toward evening we stood in for
land, and ascended the River, and came to anchor
below the City, about 7 bells, the country is very thilly
as soon as we cast Anchor boats were along side
with Washermen, and all kinds of fruits very
warm, wrote to Aunt Jones (No. 2, State Place) Boston
Mass)

Friday, Aug. 13th
At Anchor in the harbor of Lisbon, very hot
at Eight Bells, we fired A salute to the Council,
and one to the Admiral, and one Manoinal
to the Government, spread awnings, very hot, A
plenty of fruit, the Country about here is very
high and thilly, and Rocky after Rocks all hands had it
general Swin. we made preparation for cooling
ship, spread AWnings, the most of the crew
slept upon the Span Deek under the awning
it was much more pleasant there than
below.
Saturday. Aug. 17th.

Last night very warm, but pleasant. This morning coal came along side by 7 o'clock we made preparations for coaling ship. Continued to coal about 10 o'clock we could stop all day very hot. This evening unmoored ship, got up, one anchor and stood away a-running and a-turning stations.

Sunday. Aug. 18th.

At Anchor in the Bay of Tiberon, it was not so warm last night. This morning we fired a salute to the Counsellor. Then we got up anchor and by 11 o'clock we had gained the sea when we discharged the Pilot and stood to the Eastward. Quite warm we were hot all day all day putting coal below, scrubbing decks after all the work was over we had service still going to the Eastward.


Cruising on the coast of Portugal, we saw many sails about 7 o'clock, we made a steamer and stood for her. She kept on her course until we got within five miles of her. When she suddenly changed her course we beat to quarters and fired a shot. She showed the English Colours and we fired another when she came to we boarded her and found her to be the Rebel privateer "Georgia" from Liverpool. On her way to refit as a cruiser. But the next cruise that she makes will be for Uncle Samuel. She is a very pretty vessel. Big Rig, A-propeller, and the said that she steams very fast. She have two new engines and boilers. What her cargo is we do not know. This capture makes our crew feel very proud we gave her Provisions, Coal and Water also some chain. Put a Wire Crew on Board. In Charge of Act. Master. Jacob Trippall we then transferred her Crew to our ship come in number all Englishmen, they said that they ship in her to go to the coast of Africa and they made a short voyage the "Georgia" takes a Mail to the States. So I availed myself of the oppo
family of sending. A letter to O.W. B. A.D. H. and one to my Aunt. We also sent home some invalids. That is one good deed for the Magdal. and we hope that she will do many more before the cruise is up.

Tuesday, Aug. 16th

off the Coast of Portugal. It took us the greater part of the night to put the necessary articles on board of the "Georgia." We sent on board some pails to day and stood on the Coast for the States with her about moon or a little later. She (the "Georgia") squared away for the States with many A good wish from the Boys of the Magdal. we will now battle it out for some of the other Cruisers. I would be thing Jeff. we have very fine weather.

Wednesday, Aug. 17th

We changed our course to the Northward very fine weather. Saw several sails but quite none. one Nathan Brig. passed close to us we carried full sail all night and day. Clear wind ship etc.

Thursday, Aug. 18th

Still cruising to the Northward. General Stores at 9 bells. No one gun came in by the sea, and and incurred her carriage. A little after Indes we got up and Bend Stuartwalls card them all day. fine weather. A little cooler than we have had it for several days.

Friday, Aug. 19th

Cruising to the Northward. Cloudy and cool nothing of Interest transpiring except that we have a Band of four Seizices and they have begun to drill the men, with single staves. this evening all hands were mustered. There were several of the crew painted, also that several that was disrated, was restored to their former rating.

Saturday, Aug. 20th

Still cruising to the Northward. Quite cool we had a general cleaning passed several sails.
Sunday, Aug. 21st.

We made land from the mast head about 1 bell A.M. we stood up the Chanel. Quarters and inspection at 4 bell. quite a number of the crew were punished. By being kept upon deck six hours for having on dirty shirt and for not having on their watch. Mark after inspection. Forbear, passed a number of salt getting quite cool. All hands were ordered to appear at evening quarters with their Sea pockets as they are a very necessary article at this time.

Monday, Aug. 22nd.

Crossing up the Chanel quite cool. during the night we carried our fore and aft sail. But the wind changing to the baird and east ward. we were obliged to take them in. It closed up and the wind increased so much that by 11 O'clock we had quite a storm. Our many sail about 8 O'clock we made the Isle of Wight. we played once about 9 O'clock to late sounding. still blowing very hard and raining.

Tuesday Aug. 23rd.

Crossing up Chanel. blowing very hard and raining about. Soon we set our fore and aft sail after the wind changed to the westward it became more moderate. The sun shone out as it was going to rest so we shall look for a fair day on the morrow.

Thursday Aug. 24th.

At daylight the Highlands of Dover, is in sight after latern on board A Pilot we saw in and to Dover. and anchored about 9 O'clock. AM. we then put the creosote. (the crew of the Georgie) on board of A Pilot boat and sent them in charge of said Phoenix, on shore to deliver them up to the Aboard others. while the negociation were pending one man deserted from the boat we got up anchor about 11 O'clock and set sail for the island where we arrived about 11 O'clock. we made a very quiet run averaging fourteen and a half Knots all day. that is quiet time at flushing. if the Sacramento we heard that she anchored with A Rig in the Chanel.
we had a shower this morning we cleared up the ship and made preparation for the Sabbath.

Sunday Aug. 28th
At anchor at Flushing. Raining in morning last evening the American Minister and Lady from Haute came on board, we saluted him, we fired a salute this morning on the arrival of the Queen of England's yacht, we had lunches at four bells, receive at 5. the Minister and Lady on board to receive Smith time 1430.

Monday Aug. 30th
At Flushing fine day cleaning ship and setting up rigging, scrubbing ship outside. After visitors on board. Arrival of the Council from Antwerp, cleaning ship, arrest of the men who sailed on Saturday, sold out good money to some of the crew.

Tuesday Aug. 31st
At Flushing fine day cleaning ship, sail down rigging, replied to 8:05, B.J. B. by arrival of a Mail.

Thursday, Aug. 25th
At anchor at Flushing, we had rain to day quite cool. The King's Birthday we fired a salute. We heard that we are to go to sea amicably and commenced preparation for coaling. We received another mail. I received three letters one from M. H. He heard of the death of Mrs. White, also of the drowning of J. Kellogg, and that W. S. Richardson is engaged to ship R. T. 

Friday, Aug. 26th
At anchor at Flushing quite cool and cloudy this morning we got a rig, along side with coal. and began to coal. Ship an ice block after breakfast another vessel loaded with coal came along side and we could ship from both sides put coal on the engine and rigging, wind from land, 1400.

Saturday, Aug. 27th
At anchor at Flushing still coaling ship.
the loss of the Monitor "Secunda" with all on board including Captain. Graven. brother to Commodore. Graven. It was called the greatest naval battle of the war. Admiral Buchanan of the Rebel Navy was taken prisoner. The Royal Yacht of the King of Belgium came down the river and passed around the ship. I had a look at his richness, the King from the deck. He is a man about Medium height quite robust. We saluted him with a grand salute.

Sunday, Sept. 1st.

Last Evening we had quite a blow for a few minutes, then Rain all night. This day we sent down our Sloopant breast and yards and sent up our Sloopant and Royal Breast. Some of our men had a fight and was given furlough. The rigg served out Grog Money. Some one of the crew wrote a letter to the Commodore, diciating him on the treatment of the crew in not giving them liberty. The Commodore upon this stopped the Seymendor.

from serving out Grog Money, and slept the Seamen, until the party who wrote the letter was found out. The ship was all excitement for about two hours. When the Man that wrote the letter came forward and acknowledged to the letter. He was placed in double Irons to await his trial by court martial and every thing soon return to their usual way.

Friday, Sept. 2nd.

At Evening. Morning quite pleasant for the season. Write the coal below that we had open Sheds and had a general cleaning spell every day more or less. Some one of the crew is put into Slurvice. It is almost impoffible to keep the crew of so many, about 1300 men, about 1700 in the Commend. About the memorial for some of the crew.

Saturday, Sept. 3rd.

At Evening. Raining alternately all day, we got up steam which looks like leaving for some