The 1st, Sept. 1824

Still we have fair winds but it is getting very light and consequently the ship roves very much. This morning warm and cloudy. We carried away our sternail to my yard another was worn out, and again the sail was set to assist us in our way. We carried away Royals and Stennails all right. When day dawned we could make out a ship on our lee beam, bearing on the same course as we were going. By day we carried all the sails that we could put on her. Sailingails below and off, then we were only able to make about 4½ knots. We continued thus about 6½ when we started the Engine which soon put us ahead. The power of steam is of great importance but for that we should not be plunging about these waters in comparatively silence, but thanks to that power we are able to sleep on our course with a little speed. Sailed out Pointing

Oct. 13th 1824

We are steering N.W. half W. quite warm and not a breath of wind and below decks the heat is almost suffocating, many slept upon the spar deck all night. Last night was a beautiful night. The moon shone forth in its splendour, and one could sit for hours and meditate upon the worlds of nature myself I visited my thoughts between nature and the loved one at home, and long for the hour of our meeting with me all sincerely hope will be soon. We have got the ship looking quite neat again. For on each time that we coal ship we look at coal bunk, moved out clean.

Sun. 9th 1824

At noon we were 1700 leagues away. On our way, being 6½ hours and on our right day out. Quite warm. About 9 o'clock the wind turned aft and we were able to set our fore and aft sails, and by 4 bells we set all the square sails. The wind is light but helps us on we averaged about 8 knots the hour. We had a steady and impressionable N.W. and Divine service at 8½ o'clock. We are steering N.W. by W.

About 2 bells. We made the Island of Volunteer we carried sail until about 4 bells 6½ when we changed our course to N.E. by E. half. W. This brought the wind ahead, when it became necessary to furled sail out for a continuation of good weather. Several Whales were seen this morning.
Mon. Sept. 4th

Homeward bound, fine day, very warm, we were able to set Fore and Aft sails. We were then going six knots, about 4 bells. We carried all our square sails, we were steaming N.W. by W. half W. Should this weather last about two weeks, we will be near our haven.

Tues. Sept. 5th

We are steering the same course as yesterday, we are going about 9 knots, with no wind at all of consequence. We are going to have a long passage, we are now nine days out and not half way to our port.

Weds. Sept. 6th

This morning, the wind is dead ahead and we are obliged to head ship very warm, about 8 bells. Afternoon, watch, the wind handed in our favor, we are steering exactly, set our square sails, and laid our course once more for home.

Thurs. Sept. 7th

We steamed last night enough to keep the ship from going astern, for we had no wind, and this morning we are just nothing about in perfect silence, we have the heads to go but they will not use it about 4 bells we quit steaming, then at 8 bells, we again put the engine in motion, we were obliged to tear sail, the wind being right ahead, we are now 1000 miles from our port, we are steaming along about 5 knots, the hour.

Fri. Sept. 8th

Until the wind blows ahead, we continue to steam, we hope soon to enter the Gulf Stream once across the stream our distance seems short, we begin to see the Gras from the stream and hope soon to be able to see that Mysterious Stream, about 11 bells we set the fore sail and about 12 bells we set all our square sails, and we began to go along quite free, until about 5 bells, when at 6 bells we put the Headsail, and we were obliged to trade in our Dependant sails, the squall was soon over and we again spread them, to the breeze; this is quite a long passage for a steamer of the class of this ship.

Sat. Sept. 9th

We are hardly holding our course, we have head wind, and have been trying to work up a little, but we go about 11/2 knots ahead.
and about 9 P.M. we were under single reefed Topmasts. Until about 11 O’clock, when we shot out the reef and set the Signallantails, it had been quite threatening to day, alternate sunshine and rain. About 9 O’clock we about-

shipped and stood on the port tack. Bearing W. by S.W., we stood on this course until about 4 O’clock. First watch, when we stood off W. half W. being our course.

Sun. Sept. 10th.
Blowing quite fresh. We were obliged to button our Signallantails, and took a reef in our Topmasts. We are steering on our course. 60 N. being a very bad day, we did not have quarters in inspection. At 5 O’clock we had branding irons put on. It continued to blow, and by 12 N. all hands were called to make sail, also took another reef in the Topmasts. We are going about 8 knots, about 9 bells. A sail was reported from the mast head, about 9 points on the weather bow. We made her out to be a ship, steering on the same course as we are, but she was too far to the windward to speak to. About 9 bells, Mr. stoped the engine, roofing quite heavily, we only stopped steaming about-

half an hour, when we struck up again and continued all night.

Mon. Sept. 11th.
We are going about 8 knots. About 9 O’clock we shot out the reefs and set the Signallantails and Topmasts, and stood the engine. Afternoon, we took off the Spank and jibed the smaller sails and set the Signallant and Royals, about 4 O’clock. At 6 P.M. we exchanged signals with a bulgarian merchantman. Our latitude 46° 17’. hope that we have a good breeze this evening but do not expect it to last long.

Tues. Sept. 12th.
Last night the jolly of the deck was caught in the fore hold, with 2 fath of chain. The Master at arms was replaced that brought down. Strict orders regarding light or rum, for being careless, well, the sound most suffer able, with the guilty.
This morning we are going along quite easily, but not on our course, we intend the Gulf Stream about 8 O'clock, we stopped steaming, as the wind was driving us too far off our course, and the waves too big, so it toils equally too much in all the sail excepting jib, topsail, and foresail, excepting topsails, both. At reef in the topsails, we are also carrying fore and aft. Sails. About 7 O'clock all hands were called to muster read the articles of ship. About 4 bells, all hands were called to reef topsails, when we went to double reef in the fore and main topsails. We carried double reefed topsails all night.

Thurs. Sept. 14th

This morning we have a little breeze we shook out the reefs, and set Jigallant sails, wind pretty light, Shailling about 4½ knots the hour, about Noon sail Royals about 5 bells, a sail was hopped on our weather beam, we made her out to be a brig bound to the eastward, about 2 bells we discovered four Instructees, we continued with all sail set, until about 4 bells first watch, they started the engine.

Fri. Sept. 15th

We are winding our way slowly we have steered all night and all day Shailling about 3½ knots at noon to day, we were about 670 miles from Boston. We hope to run that by Tuesday, at 4 bells, we had four Instructees then sailing with small arms. About 3 bells, we stopped the engine. We paid all rights, about 6 bells, paid watch, who had quitted at rain about an hour, it blew awful hard for about an hour and the rain in perfect torrents, we looked in all sail, excepting topsails, there we double reefed about 1 bell, ceased raining.

Sat. Sept. 16th

About 5 bells, started engine, and about 7 bells, set Fore and Aft Sails, and about 6 bells, we set all our Square Sails making about 8½ knots, we had a General fog, steaming to day, we steamed until 2½ O'clock, when we stopped the engine. About 1 bell, there came up a squall, when we took in our Jigallant. 
and Royale, the gale did not last long and we set our Deggallant sails again at 8 o'clock, we were going 9 knots, that is quite a fair rate of speed with the brig down. Oh! for a night at the Cape. This evening, there were three men caught (playing cards in the Fire Hold) by the First Lieut., they were put into the Brig, also the Act. Lieut. of the Trew. The ships corporal of that ship was dismissed.

Sun. Sept. 17th
Flow slowly the time passes, or that we in our anxieties, are unconscious of its flight. We have been under both steam and sail all day weather fine. Divine service at 4 bells, and before service we had inspection and quarters, we have been in sight of a brig all day.

Mon. Sept. 18th
Fine weather, quite warm, under both steam and sail. Last night in the mid watch, ship made 10 lbs. By to day at 2 p.m. we were 260 miles from the Cape, which we shall expect to reach both on Wednesday and post that be gay full when we get there. To day at 8 o'clock, a summary court martial convened to try three men for gambling and the first and second captains of the hold for allowing gambling to be carried on in the hold without reporting it. As night approached it began to show signs of bad weather. Very cloudy. To the east, the storm is coming on. O for that cry of Land Ho!  

Tues. Sept. 19th
Roiling heavily, we heard a storm and one we have about 4 bells. We took in Deggallant sails, and during the second watch reefed to half. Steaming all the time during the first watch. We took soundings, no bottom, to day about 4 bells both soundings brought bottom. 80. Feet and blowing quite fresh from the S.E. Steaming about 10 lbs. Knots. The hour about 6 bells, made preparation to raise up the cables, for the Bow Anchors, and to bend them. To day there is a great deal of rumbling about. At 6 40, have the lead 45 fathoms.
Weds., Sept. 20th

About 8 o'clock, light was reported on our 6th Bow, which we took for Cape Cod, but on sounding we found it to be a mistake. At daylight, the Island of Chincoteague was in sight. We changed our course for the Cape, morning very fine and Beautiful. We made the light about 9 o'clock, and passed the Cape about 11 o'clock. We signalled as we passed. Dowk of Pilot-Boat from Boat. We passed about 4 bells, when about 25 miles from Boston. About 6 bells all hands were called to Boston sail. We having been under full sail all day. We came to Anchor about one mile from the Boston Light at 4 o'clock, being about nine miles from the City. We received papers from the Pilot, but there was no exciting news.

The sight of the shores of New England is a very pleasant sight to one as anxious as Sam to get ashore as soon as we were safe at Anchor. We got supper, then it was all hands to Saint ship, and soon the people were alive with the man flacking her arow. While the commodore and some of the officers tried their best at fishing, but without success.

We shall expect to make an early start for the City, where we hope that we shall get some relief from our anxiety to get once more in the Dominions of Uncle Sam.

Thurs., Sept. 21st.

Light House Chandl. This morning all hands were called quite early, we cleared ships. Fire and Aft. A Brim Boat came alongside. We heard of the "Sacramento" arrival. We got up steam and about 11 o'clock we weighed anchor and started for the City. We were saluted by the forts as we passed up when near East Boston. We saluted the "Admiral" (returning the salute) and came to anchor of Finisterm Yarf. There soon were several persons on board, went ashore, visited my Aunt, also Mrs. Taught, Mrs. Kellogg. Mrs. A. found every body well and every thing as I was. Mail at 8 o'clock. P.M. 6. W.T. one to Mr. R. F.

Fri., Sept 22nd.

I returned on board this morning, got packed for remaining on shore. Pvt. O.P. B. that U.S and many of our old boys we soon will be out of commission. There were about one hundred and fifty men discharged to day, which makes quite a change in affairs aboard ship. Several of my associates
Thursday, Sept. 27th.

At the Navy Yard, Charleston, at five o'clock I received my Discharge, being three years and nine days in the Service of Uncle Sam. and glad am I to receive it paid of $4,24.00. 60 and my Service in the Navy of the United States of America.
Three parts of District Lime, and one part of Flashed River sand, mixed dry and kept from the air. Mix to the consistency of thick wash and apply with stiff brush.

Higgins slurry.

To fifteen pounds of the best stone lime add fourteen pounds of best bone ashes, and ninety-five pounds of clean washed sand. Mix dry, keep from the air until wanted, mixed with lime plaster.

Furher cement.

Burn Argillaceous Clay, in the same manner as lime is burnt. It is then reduced to a Powder by grinding the same as cement to be used alone for some work, and for other work mixed equal parts sand.

Hamelton Cement.

To every five hundred and sixty lbs. of Earth or Earths (as jet sand, river sand, rock sand, pulverized limestone or precipitate) add forty lbs. of slurry, two lbs. of pulverized glass, or flints, one lb. of Mignonette, two lbs. of Gray oxides of iron. Mix through different sieves according to the quality of the work, add to every thirty lbs. of the cement in powder one quart of some volatile oil. To be used in small quantities before the cement is applied. The face of the wall must be moistened with oil.