

To us to be off. we were soon all confusion and excitement. started fires. Brought to, on the Cable, immediately thus everything stood until about 6 bells when the welcome cry from the Boatswains Mates of All Hands Up Anchor for Home, and soon the shrill sound of the Boatswains Pipe, with the sharp notes of the fife, and the tramp of the men and clinking of the Capstain, all told that we were soon to be plowing the deep Blue Sea, on our homeward course, we passed Ostend about 6 bells P. M. and bid adieu to the Scheldt,

Mon July 31<sup>st</sup>

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

Tues, Aug. 1<sup>st</sup>

Off Deal, blowing quite fresh, and cool, about 4 bells, the Commodore returned, we immediately began to up anchor where for we know not, where

as soon as the Anchor was secured. all hands were called to make sail. we laid our course down the Channel. under sail alone, we have been tacking all day gaining but little headway  
Wens. Aug. 2<sup>nd</sup>

English Channel. we tacked all night and to day until about 12 1/2 O'clock. when we came to Anchor off Dungeness, as we could not gain headway blowing quite fresh from the westward, we go along towards home very slow.  
Thurs. Aug 3<sup>rd</sup>

off Dungeness still blowing quite strong from the westward. last night we were visited by an Officer of the Coast Guard. who offered to take letters ashore for us. we had General Quarters to day. about 11 O'clock. we sent up Royal yards, then up Anchor, and make another trial to get down the Channel. we stood away on our Port tack towards the Coast of France.

Fri. Aug. 4<sup>th</sup>  
English Channel. we stood on our Port tack all night, this morning about 3 bells. we attempted to about ship. but she missed stays, and we were obliged to square away on the same course. to day there was an auction. selling off

Mr Yeatons things. (he deserted last at Antwerp we kept on our Port tack until about 3 bells when we tacked, and stood off on the starboard tack.

Sat Aug. 5<sup>th</sup>  
Cruising in the Channel. we have made several tacks during the day. but yet is a long way from the Atlantic. Westerly winds are the rule now days. I feel very unwell.

Sun. Aug. 6<sup>th</sup>  
English Channel. wind still ahead. trying very hard to get out into the Ocean, but yet we are obliged to beat about in the Channel. we had Inspection and Quarters at 4 bells. and Divine service at 5 bells. we also have had several showers. and upon the whole we can call it a wet day. one well have we been knocking about here and have not been able to get through. but well we know that tis no fault of old Tom. it looks like we shall have a very long passage home. Oh! for the shores of the Isles. Bliss.

Mon. Aug. 7<sup>th</sup>  
English Channel. morning rainy with a continual west wind. it seems as if we are going backwards for at noon to day, we were opposite the same point on last evening. Oh! for a change of wind so.

so that we can reach our port of destination  
this being our eighth day in the Channel. we  
expect to reach home by the first of October.

Tues. Aug. 8<sup>th</sup>

English Channel. still almost without a  
wandel we are just drifting down the  
Channel. in the afternoon we fell in with  
some fishing vessels. off Plymouth (Eddy-  
stone Light-House being in sight.) we  
procured a lot of fish. we also discharged  
the Pilot who accompanied us from Deal.  
we availed ourselves of the opportunity of  
sending off a mail by him.

Wens. Aug. 9<sup>th</sup>

English Channel. we are making about 1 1/2  
knots. about sunset we were close up  
to the Ligards. to day we passed one of the  
Ocean Steamers. going up Channel. yesterday  
we heard that there was an accident  
of some kind happened to the Atlantic  
Cable. what the extent of the injuries we  
were unable to learn. but there was no  
communication with the "Great Eastern" for  
several days. oh for a good wind

Thurs. Aug 10<sup>th</sup>

Off the west coast of England. this morning we  
were close up to Lands End. and about 5 bells.  
we rounded the End and stood away for  
St George's Channel. evidently bound for some part  
of Ireland. where we hope soon to arrive hav-  
ing only been twelve days from Flushing we car-  
ried full sail until about 5 1/2 bells when we  
furled Royals and Legallant sails. and took  
a reef in our Topsails. we are traveling very  
slow. the Commodore is evidently not in a great  
hurry.

Fri. Aug. 11<sup>th</sup>

St George's Channel. we made Land on the Irish  
coast about 9 bells. AM. we then stood the  
Channel. at short distance and turned down again.  
took on board a Cork. Pilot 1 1/2 bells  
and stood off and on. all day. about 4 bells  
we reefed Topsails. we are just killing time  
to day. they scrubbed paint work. and began to  
paint ship. I suppose that we will try to  
make her look as well as we possible can  
we had the report confirmed to day. that there is  
an accident to the Atlantic Cable. being a little  
at leisure. and nothing to read I amuse my-  
self by overhauling my correspondances.

Sat. Aug. 12<sup>th</sup>

St. George's Channel. Last night, the Pilot told us that it was reported that President Johnston had been assassinated, and this morning the Commodore stood in for Queenstown, to learn the truth of the report. we anchored about the entrance of the Harbor, at 12 $\frac{1}{2}$  O'clock, we immediately sent ashore and glad are we to state that there is not truth in the report what ever. we heard of the loss of the Ocean Steamer "City of Glasgow," by fire at sea, on her passage from the States. we also heard again that there is something the matter with Telegraph cable, as there have not had any communication with the "Great Eastern" for several days. The people were very glad to see the ship return, but quite sorry that we are not going to remain. during the evening we had several showers of rain.

Sun. Aug. 13<sup>th</sup>

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

wish obliged us to seek a haven as we did not like to be caught in a blow about here. we then came to anchor off Dungaveen, about 12 $\frac{1}{2}$  O'clock in the evening, it calmed down, and we were visited by several of the crews of the Emeraldable.

Mon Aug. 14<sup>th</sup>

Off Dungaveen, all hands were called about 8 bells, and after performing our morning evolutions, all hands were called to up anchor about 2 bells, we then stood out to sea. We saw two Ocean Steamers, at a distant we stood off and on, all day, until about 4 bells P.M. when we discharged the Pilot, and stood down the Channel, we struck Sheet cables below, and we hope that we shall not have any further use for them this cruise.

Tues. Aug. 15<sup>th</sup>

At Sea. bound to the southward, we carried a couple of reefs in our Topsails all night, until about 11 O'clock to day when the wind hauled aft, and all hands were called to make sail, we then shook out the reefs, and set Legallantsails, we then went along freely until about 5 O'clock when it began to blow quite fresh and we were

obliged to take in our Topgallantsails and take A reef in our Topsails. while reefing Michel Murphy, fell overboard from the Main Topsail Yard. we immediately (as at least the Commodore did) let go the life Bouys he got upon it and was picked up by one of the Boats. he had A narrow escape. but it is better to be lucky than rich. we now have A good Breeze in our favor and we can knock off our six and eight knots, quite easily. there have been A large steamer in sight all day, steering the same course as we are going.

Wens. Aug. 16<sup>th</sup>

We are steering South west, making between seven and eight knots. the ship mentioned in our last, are still with us also. A Brig on our starboard Beam. about 11 o'clock we shook out the reef from our Topsails and set our Topgallantsails, and all our Fore and Aft sails. The sea have moderated and we are quite steady. this evening the sun went down in splendor. and it is really refreshing to be upon the spar deck enjoying the fresh sea Breeze. providing you possess A good cigar to puff away the monotony of sea life.

Thurs. Aug. 17<sup>th</sup>

We are steering South west, half west. with A good wind. about three points free. we carried all night our fore and aft sails. fore and main sails Topsails, and Topgallantsails, and about 6 o'clock we set Royals, we carried them until about 9 o'clock when we took in Royals and Legallantsails, as it began to freshen up and come on thick the mist soon passed away. when we again set Legallantsails. we have taken down our Fore Tysail. and made preparation to carry Staysails. They are paying good attention to Skill both before and afternoon. it is drill, drill, drill. we are going along quite well averaging about 8 knots. if we could only, trim up our propeller we could make some speed. the ship that have been in company with us. for the last three days. ran away from us this evening. but she is hastening to A market. while we are only roaming about.

Fri. Aug. 18<sup>th</sup>

We are getting into warmer latitude. it is quite warm below decks. one perspires with the least exertion. and it was comfortable with an overcoat A day or two ago. now we only need that article at night. we are nearing the coast of

Spain. we have lost the good wind that have befriended us for the last four days. and we were like a painted ship upon a painted Ocean. towards evening it began to freshen up and we began to move slowly along we have seen a sail upon our starboard beam all day. to day we set. Main Top. and Staggant Mast. Staysails which alter the looks of the ship a great deal. Oh for a mail. it is now near three weeks since we had a mail. and we hope soon to be able to take our thoughts to our loved ones without the aid of the mail arrangements.

Sat. Aug. 19<sup>th</sup>

Off. Cape Finesta. we have been becalmed all day our sails hang idly from the yards. and only moves to flap against the mast. and hang to the motion of the ship. we got up steam about 6 bells and steamed until 8 bell P.M. when being clear of the Cape we again gave over ourselves to the motion of the sea. all the afternoon the Highlands of Courina were visible. where we had the adventure with the "Stonewall". By the By. we have heard that the Stonewall. have been surrendered to the United States. by Spain. there have been a general

clearing all day. it is quite warm. and hazy. we think that we shall have wind enough soon we may expect to fetch port some day or other. this is a long passage. just killing time

Sun. Aug. 20<sup>th</sup>

We have not gone far from our point of yesterday. we are just moving through the water. trying to beat against a head wind. which seems to be the rule since leaving Flushing. with three days exception. We had Quarters. and Inspection at 10 O'clock. and Divine service at 10<sup>1</sup>/<sub>2</sub> O'clock. It has been rainy all day. and an oil skin is quite comfortable. We have tacked ship several times. but apparently. we remain about the same point. If our passage home be against contrary winds as much as this from Flushing to Cadix. we may get there somewhere about the close of the year. What goes harder we have the power to go but cannot use it oh! for an accident.

Mon. Aug. 21<sup>st</sup>

We are still beating against head winds this morning about 4 bells. A steamer. signaled to us and passed us steering the same direction as we are going she was soon far ahead of us. about 7 bells. they started the engine. and continued

steaming all day. we are able to keep our course about 3/4 O'clock we were able to set our Fore and Aft sails. we averaged about 7 knots the hour.

there is some prospect now of getting into port. at least during the week. the stroke of the Engine keeps us with hope. about sunset there was a brig in sight on our weather beam and the steamer far in the distance ahead.

Tues Aug 22<sup>nd</sup>

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

Wens Aug 23<sup>rd</sup>

We are off Lisbon. about four bells. we could see the City. running close along shore. this morning we had inspection of Bags. and airing Hammocks. we expect to get into port on the morrow. and right anxious are we at the prospect for we shall look anxiously for letters.

from home here we are still on this side and will remain for some time.

Thurs Aug 24<sup>th</sup>

We passed Cape St Vincent. last night. in the last Dog watch. the wind veer'd around from ahead to Aft. we immediately set all our sails that would draw. carried them through the night yesterday and to day have been very fine weather so warm that we will be able to wear white today the first time in six weeks. we made the City of Cadix about 2 O'clock. and came to anchor in the harbor. about 4 1/2 O'clock. we found here the ship "Anational Guard." there were also in port. two Spanish frigates and one sloop. also an Italian Gun Boat. we received a mail but not a line did I receive. no one favord me with a remembrance.

Fri. Aug 25<sup>th</sup>

Cadiz. very warm. this morning as soon as all hands were call'd. we out Boats. and as soon as we had Breakfast. we began to take our provisions. from the store ship. we are also to take coal here. We sails from here direct to the States. To day we received a mail. I received too papers dated April 5<sup>th</sup> and 6<sup>th</sup>. from C. W. R. also an Anglo-dated July 22<sup>nd</sup>.

Sat. Aug. 26<sup>th</sup>

At Cadiz. quite warm. last night we made preparation to coal ship but the coal did not arrive. However this morning the coal came and we were soon hard at work coaling we heard here that the "Colorado" have returned to the States.

Sun. Aug. 27<sup>th</sup>

At Cadiz. very warm. we could ship all night and continued all day, we expected to sail this evening but not getting a supply of coal we were forced to remain one day longer. we had Prayers at 5 bells. there was great confusion getting everything ready and secured for sea. raining lightly the most of the day.

Mon. Aug. 28<sup>th</sup>

At Cadiz. could ship all night. the Pilot was on board last night but we were not ready to sail. we finished coaling about 2 bells. we immediately up anchor and stood out to sea. about 6 bells we discharged the Pilot. and bid adieu to Castile and their dark eyed Beauties. about 4 bells P.M. we unbent Bow cables and struck them below that looks like crossing the great Western. about 6 bells we were able to set our Fore and Aft sails

Tues. Aug 29<sup>th</sup>

At Sea. Homeward Bound. we were favored with a good <sup>power</sup> wind this morning we set square sails and with steam we went 10 1/2 knots. about 7 o'clock we quit steaming and put on all the canvas that we could spread. with stunsails below and aloft about 8 bells. afternoon it began to blow quite fresh when we took in our stunsails as a precautionary measure we are going about 8 1/2 knots the hour. and only hope for a continued wind. and we soon shall meet our friends at home.

Wens. Aug 30<sup>th</sup>

At Sea. Fine weather we still have a fair wind and are going about 8 knots. we are not steaming at all so far all well.

Thurs. Aug. 31<sup>st</sup>

At Sea. Fine weather. very warm. the sky is full of flying clouds. but we hope the wind will not leave us yet. at 11 o'clock we were going 10 knots the hour to day we set stunsails. Last night about 7 bells. first watch. we came very near being down by a clipper ship. all on the account of the incompetency of the Officer in charge of the Deck.