

an impossibility. However the sailing qualities of the ship are undeniably. she carries canvas, & stands up to a gale in a marvellous way in weather that would make most ships think of reefing topsails. The skipper is determined to make a passage if skill can do it, is never afraid of losing sails, while extremely careful & always keeping his eye on everything almost every hour of the day & night. This week we have lost several large sails: the largest on ^{Friday} day night, when as we were finishing our whist we heard by some above that something had happened, evidently some large sail carried away. It turned out to be the mainsail quite new of the strongest canvas, and containing nearly 1200 yards of canvas & to the value of something like \$180. It was not entirely the wind

alone that caused it: the watch were tightening the tack ¹³⁷ & the boatswain's mate had to let it go to save his hand; but once loose it was not so easily got in again & the sail blew to shreds. The next morning there was about a third of it remaining, clewed up to the yard, & looking very melancholy with its jagged ends. The only fault of the ship in heavy weather is the amount of water she takes in over the waist, which makes her maindeck much, ^{as} way wet, & I believe is very disagreeable for the passengers in the 2 classes forward, as some water is always getting down inside the coverings of the benches, in spite of the joints being covered with tarred canvas closely battened. This has made the maindeck rather a disagreeable place for smokers, who are in den