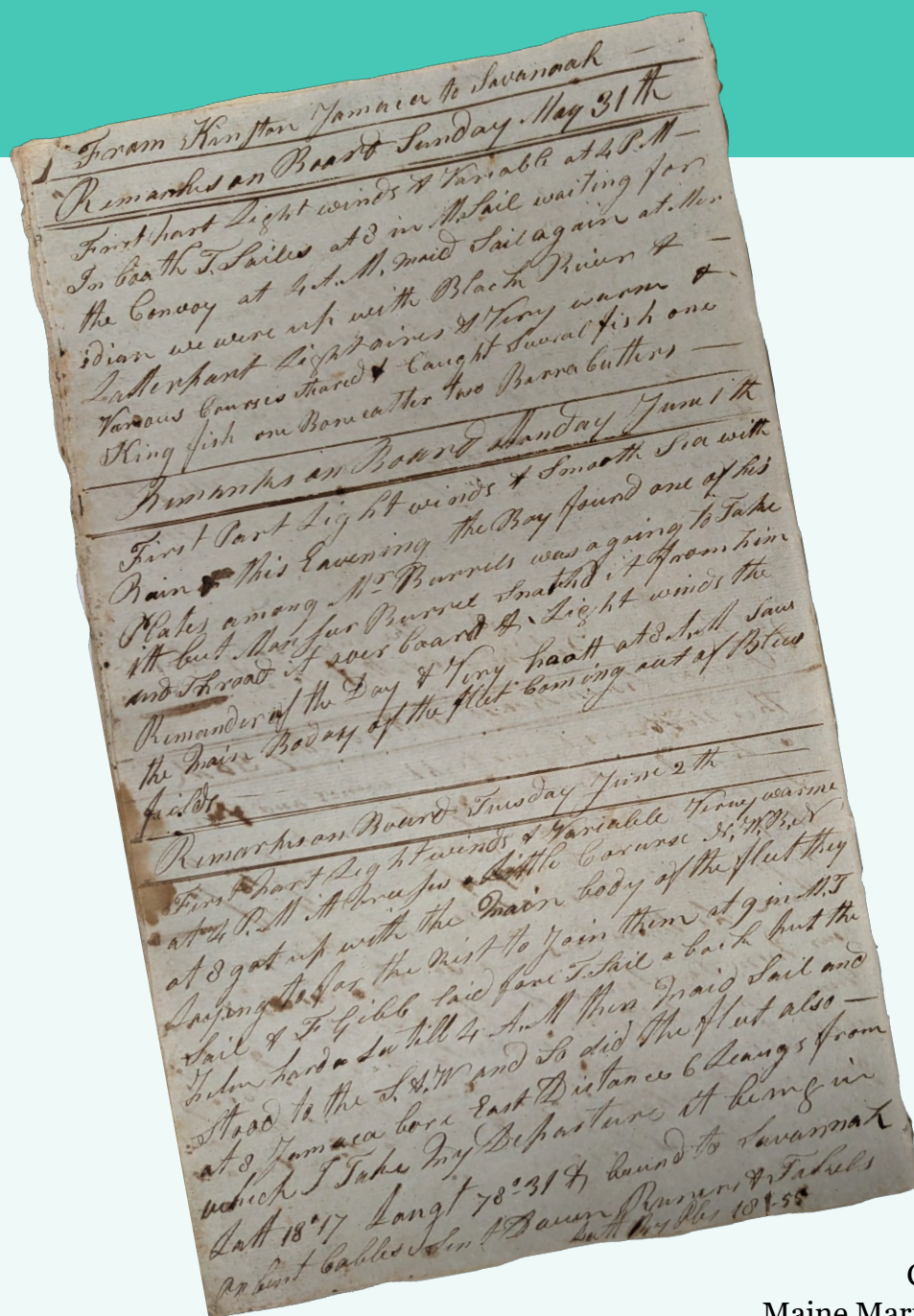


Logbook of Schooner *Syren*

Kingston, Jamaica to Savannah, Georgia
May 6 — July 16, 1795



**Excerpts from the
log of schooner
Syren of the
Kennebeck's
1795 journey
from Kingston,
Jamaica, to
Savannah,
Georgia**

***Syren* Logbook**

Captain Samuel Patterson Papers
Maine Maritime Museum Archive, MS70.1.1

Annotated transcription by Maine Maritime Museum volunteer, Richard Spear



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Logbook of Schooner *Syren*

Kingston, Jamaica to Savannah, Georgia

May 6—July 16, 1795

The 114-ton schooner *Syren* was launched in Hallowell, Me. in 1794. The vessel was owned by William Robinson, and its master was Captain Convers Lilly (1765-1855). On May 20th, 1796, the Augusta newspaper reported its arrival there after a 20-day voyage from Jamaica. By the 1820's, Captain Lilly had apparently retired from the sea to become a prominent citizen of Dresden.

(Baker, *Maritime History*, pp. 928, 177; Allen, *History of Dresden, Me.*, pp. 578, 582, 598)

*A Harbour Jorنال of Kingston Jamaca**

Remarks on bord Wenesday May 6th 1795
this Day Dull weather Light aires & Variable
all hands Busily Employ[e]d Discharging Lumber

Remarks on Board Thirsday May 7th ____
this Day fore part Dull weather Employ[e]d
Landing Lumber & also Tar[r]ing Down Remain[-]
Der of our Rig[g]ing & Latter part fresh Breeses
from Eastward

Remarks on Board Friday May 8th
this Day fresh Trades & Good weather ____
all hands Employ[e]d Discharging our Cargo &

Remarks on Board Satterday May 9th
This Day fresh Trades & heavy Sea going ____
Landed Sum Lumber in ye* fore part [of] Latter
Part Middle stich[e]d ye F[ore] Sail & _ _ _

<“Satterday” crossed out> Sunday May 10th Remarks on Board
this Day Dull weather & heavy Rains with

***N.B.** The log’s writer includes the vessel’s general location at the top of each new page. These emboldened, italicized interjections throughout this transcription mark a new page on the physical log.

***N.B.** What is this word “ye” being written by our 1795 log-keeper? Well, in Medieval English handwriting, there was a single symbol which stood for the sound of the modern letter combination “th,” and it just happened to look a lot like a lower-case “y.” After books began to be printed, printers often substituted the single letter “y” for the two letters “th,” especially in the very common word “the,” because it took up less space in a line of type. Thus, “ye” = “the”! For as much as three centuries after printed books came into use, some writers continued to write “ye” for “the” because they knew this usage from the books they had read.



Logbook of Schooner *Syren*

Kingston, Jamaica to Savannah, Georgia

May 6—July 16, 1795

Thunder & Lightning & Early in the Morning
fil[le]d our water we Expect to Charter our
Vessel for Southard Savanna or there a
bouts to Carry three french Men & Sum ["slav" crossed out]
Slaves for which my Capt[ain] is to Receive one
Thousand Dollers

On Board the Schooner Syren of Kennebec

Remarks on Board Monday May 11th 1795
This Day fresh Trades & Good Weather &
all hands Employ[ed] Discharging Lumber &
in ye Morning a Dead Negro Drifted by us

Remarks on Board Tuesday May 12th
this Day fresh Trades & Squally Employ[e]d
Discharging Lumber Loosed ye Sails to
Dry in ye afterNoon we had 60 or 70
Negros Came on Board &; Sum of
our Men Unwell to Day & My Self

Remarks on Board Wensday May 13th
This Day fresh Trades & Clear weather &
Discharg[e]d all our Cargo of Lumber &

Remarks on Board Thirsday May 14th
this Day fore part Very warm & Light aires
Took on Board as Cargo & 1 att 4 <"Mark[e]d SS #" interlinear> H[ogs]h[ea]d* Sugar___
Latter part fresh Trades fil[le]d four Casks water
Stow[e]d it & ye Sugar & Stowing itt I Broosed =

***N.B. Hogshead (hhd.)** A large wooden barrel containing 63 gallons or more.



Logbook of Schooner *Syren*

Kingston, Jamaica to Savannah, Georgia

May 6—July 16, 1795

Remarks on Board Friday May 15th
this Day Good weather Light Trades Bent Fo[re]
Sail Scrypt ye wasts & payd them with Tar
nothing Remarkable to Day but our Men
Ruther Druping

A Harbour Journal at Kingston Jamaca

Remarks on Board Satterday May 16th
Fore Part Light aires & good weather

Employ[e]d Paying the Birds with Tar and
Bottom with Lime Latter part fresh
Breases Took on Board fite[e]n But[t]s for
to fill with water for ye Negros

***N.B. Butt:** A large barrel—
capacity perhaps twice that of a
hogshead.

Remarks on Board Sunday May 17th
Light Aires and fair weather Employ[e]d_
filling water fil[le]d Eight But[t]s* & Stowing them

Remarks on Board Monday May 18th
Fore part Light winds and Very warm Employ[e]d
Taking In Rum for M[onsieu]r Burril Took In
Twenty five punchins* & Stow[e]d the Most of them
Gave our vessal a Boot Top with Lime &

***N.B. Puncheon:** A large cask
(barrel), usually of 80 gallon
capacity.

Remarks on Board Tuesday May 19th
this Day Good weather Loosed ye Sails to Dry__
Employ[e]d Stowing the Remainder of the Rum we
Took in yesterday also filling our water__



Logbook of Schooner *Syren*

Kingston, Jamaica to Savannah, Georgia

May 6—July 16, 1795

got all our Casks fil[e]d our Vessall is Now___
Ditained on M[onsieu]r Burrils Account___
So Ends all well on Board thank God_
Except My Self My [K]Nee is Very Stif[f]

On Board the Schofo]ner Syren of Kennebeck

Remarks on Board Wensday May 20th
thick Squally weather with Rain___
Employ[e]d att Sundrys getting of wood and
Cutting itt; also Receiv[e]d Sum Provisions and
Stow[e]d that &

Remarks on Board Thirsday May 21th 1795
Fore part thick Dull Rainy weather Latter
Part fair Loosed ye Sailes to Dry ___
got one Cord More wood Which Makes three
Scrap Down and Slush[e]d ye Masts &
the above wood Cost four Dollars p[e]r Cord___

Remarks on Board Friday 22th _
Show[e]ry & Rainy and fresh trades & Employ[e]d
at Sundrys & 2 Masons Building a Cambues* &
Received Sum provisions fil[e]d Sum watt[e]r &

Remarks on Board Satterday May 23th
Good weather Loosed ye Sailes to Bry ___
Latter part fresh trades Employ[e]d Sitting
up the Rig[g]ng fore and aft also fleeting ye T[op]mast
Rig[g]ing & Setting them up &

***N.B.** The “**Cambues**” usually spelled “caboose” was a tiny cook-house on the deck of a small vessel. Why were there “masons” involved in this work? What were the functions of a “caboose” on an old-time freight train?



Logbook of Schooner *Syren*

Kingston, Jamaica to Savannah, Georgia

May 6—July 16, 1795

Remarks on Board Sunday May 24th

Good weather fresh Trades Employ[e]d Taking on
Board Sundry Small Things for M[onsieu]r Burrel

It is Very Sickly here Scarsely a Vessall here

butt has lost Sum Men__we Remain all well as yet
 ,thank God

A Harbour Journal at Kingston Jamaca

Remarks on Board Monday May the 25th 1795

This Day Good weather & fresh Trades Employ[e]d att

Taking on Board Sundry things or Bag[g]age for

the Passengers__Latter part <of the day>Moderate an[d?] Mo[o]r[e]d our__

Vessal have up & hauled of[f] fil[le]d Sum water &

Remarks on Board Teusday May 26th

Light Trade and fair weather In the Morning

the Pilot Came on Board about half Drounke

at 11 AM Got under way and Run foul of ye Ship

ing but Did no Dammage the Capt[ain] Sent ye Pilot

a Shore haul[e]d of[f] again Received on Board__

Sum Bagage fil[le]d Sum water & Broach[e]d Bb. of Pork

Remarks on Board Wensday May 27th

this Day Squally with Showers of Rain at9

AM the other Pilot Came on Board at 11 Got__

under way Run Downto Port Royal

I went on Shore with the pas[s]es but by Neglect

of ye Merch[an]d he got No Sueretery pas[s]port the

Capt[ain] went to Town this Eavening for wone



Logbook of Schooner *Syren*

Kingston, Jamaica to Savannah, Georgia

May 6—July 16, 1795

Bent the main T[op] Sail and Did Sundry other Jobs & the Boy Very Sick

Remarks on Board Thirsday May 28th
fair weather & Light Trades for part<of the Day> have up and beat Close to ye fort Latter part Employ[e]d Ballas[t]ing our Vessal an[d] Bent M[ain] T[op] Sail the Capt[ain] had to pay 3 Dollars for the Shot we had from the fort*__the Boy better to Day

on Board the Schooner Syren of the Kennebeck

Remarks on Board Friday May 29th
This Day good weather then the fleet got under way & put to Sea_ our passengers not being Ready we did not go Took in one Boat load More Ballace als[o] did Sundry Jobs & the Boy is Better & I hope we Shall all Remain In good health Bent M[ain] Top Sail this Eaveni[n]g a boat Came from a Sloop and Took two wenches* out of our Vessal the Capt[ain] went on Board the Sloop & got them & was Much abused by ye Capt[ain] of ye Sloop & he went to the Gunner of ye Fort got the Sloop Ditain[e]d for Sattisfaction __

Remarks on Board Satterd[ay] May 30th
this 24 Hours begins light winds and fair_
at 4 AM got under way In Compely with

***N.B.** Note that Captain Lilly was able to **ballast his ship with cannon balls** that he had purchased from routinely corrupt gunners at the fort.

***N.B. Wenches:** Presumably female slaves for whom, it seems, payment (aka “Sattisfaction”) was demanded by the *Syren*’s captain.



Logbook of Schooner *Syren*

Kingston, Jamaica to Savannah, Georgia

May 6—July 16, 1795

Several Ship[s] arrived here yesterday to Join
the fleet under Convoy of one frigate &
We find Monsieur Burrel to be a Very Disagreeable
Man he threatens to use his pistols because
our Men sometimes happens to Rub against
him when doing their Duty this will Do Very
well for a beginning to make peace we have
given up the whole of the Cabin to him & will all
Live in the Steerage

From Kingston Jamaica to Savannah

Remarks on Board Sunday May 31st
First part Light winds & Variable at 4 PM__
In both T[op] Sails* at 3 in Main Sail waiting for
the Convoy at 4 AM made Sail again at Meridian*
we were up with Black River &
Latter part Light airs & Very warm &
Various Courses Steered & Caught Several fish one
King fish one Bonnet two Barra Cutters

Remarks on Board Monday June 1st
First Part Light winds & Smooth Sea with
Rain this Evening the Boy found one of his
Plates among Monsieur Burril's was a going to Take
it but Marsur Burril Snatched it from him
and Threw it over board & Light winds the
Remainder of the Day & Very hot at 3 AM Saw
the Main Body of the fleet Coming out of Blew
fields

***N.B.** "In both Top Sails": Note the writer consistently uses the word "in" as a verb to mean "took in" when speaking of a sail or sails.

***N.B.** What does the word "Meridian" mean in the logbook? This is a form of the Latin word for "noon" (often abbreviated "Mer" or just "M."). Today, we still use "AM" for "morning" and "PM" for "afternoon" just as our logbook writer did in 1795! What time of day is 12M?



Logbook of Schooner *Syren*

Kingston, Jamaica to Savannah, Georgia

May 6—July 16, 1795

Remarks on Board Tuesday June 2th

First part Light winds & Variable Verry warme

at 4 PM itt breezes a Little Course N[orth] W[est] B[y] N[orth]

at 8 got upwith the Main body of the fleet they

Laying to for the Rist to Join them at 9 in M[ain] T[op]

Sail & F[lying] Gibb laid fore T[op] Sail aback put the

Helm hard a Lee till 4 AM then Maid Sail and

Stood to the S[outh] S[outh] W[est] and So did the fleet also__

at 8 Jamaca bore East Distance 6 Leaug from

which I Take My Departure* it being in

Latt 18:17 Longt 78:31 & bound to Savannah

an[d] bent Cables Sent Down Run[n]ers & Ta[c]kels

Latt[itute] By Obs[ervation] 18<"1" erased> -55

***N.B.** "I take my departure" is the navigator's way of beginning his record of the ship's voyage with a known location (here the latitude & longitude of Jamaica). Whenever, he sights such a known land mass on his voyage he will again "take my departure" to calculate his next position.

In the Schooner Syren of Kennebeck

H	K	HK	Cours[e]	Winds	Remarks Wensday June 3th
2	2	1	W[est]	Variable	First part Light aires & Smothe
4	2	1	B[y]		at 4 Pm in M[ain] T[op] Sail & F[lying] Gibb
6	2	1	N[orth]		at 5 Settled F[ore] T[op] Sail on ye Cap
8	2				we out Sail the Fleet a great
10	2			the boy taken Sick	deal at 6 handed F[ore] T[op] Sail
12	2			again but thank	at 4 Am Sat F[ore]T[op] Sail at 7
2	2			God we have a good	Gib[e]d Ship winds Variable
4	2			Dockter on Board &	and Light with Showers &
6	2				Employ[e]d Doing Ships
8	2				Duty & ther is 135 Sail
10	2				in this fleet
12	2				Latt[itute] By Obs[ervation] 18:52



Logbook of Schooner *Syren*

Kingston, Jamaica to Savannah, Georgia

May 6—July 16, 1795

Cours/ Dist/ DL/ Depart/ Latt byDR/ Mere Dist/ Dist Long[itude]/ Long[itude]
 WB / 51/ 10/ 20-50/ 18:46/ / 1:20/ 79:41
 N /

H	K	HK	Cours[e]	Winds	Remarks
					thursday June 4th
2			WBN	Variable	Fore part Light winds & SMO-
4					oth Sea at 1/2 after 3Pm the
6					Commodore gave a Signal
8					Gun to heave to for the Rear
10					To Com up we Lay to with our
12*					T[op] Sailes aback* with our head
2					to ye S[outh] & W[est] at 7 in Main T[op] Sail
4					& fil[le]d a way at half past 7
6					Receved a Shot Not to go a
8					head__Settled Down F[ore] T[op] Sail
10					& M[ain] Sail at 3 hoisted F[ore] T[op] Sail
12					Run all Night under him &__
					& F[ore] Sail & Gibb at 3 AM Sot
					Main Sail & at 10 Maid the
					Great Cayman Gib[e]d Ship &
					Stood to ye S[outh] & W[est] it bore West
					at 12 Distance 2 Leaug__

Latt[itude] by Long[itude]

Dead R[eckoning] 19:20

80:43

***N.B. “Top Sails aback”:** Turning some square sails in such a way that the wind blew against their front surfaces was the only way the vessel could be slowed quickly or brought to a stand-still. When treated in this way a sail was said to be “aback.” Here the *Syren* is ordered to slow and wait for the slower ships of the convoy to catch up.

***N.B.** Note that the **maritime day begins at noon** (when the sextant is used to measure the height of the sun above the horizon). Thus, the first “12” in each day’s hour column indicates “12 midnight.”



Logbook of Schooner *Syren*

Kingston, Jamaica to Savannah, Georgia

May 6—July 16, 1795

From Kingston Jamaca to Savannah

H	K	HK	Cours[e]	Winds	Remarks on Board Friday 5th June
2	2		Various	East	First part thick & Squally
4	3				with Rain at 4 Pm in M[ain]
6	3		S.W.	Ditto	Sail at 6 had a heavy Squal[l]
8	3				at 8 Very Dark Laid to under
10	—				F[ore] Sail at 10 Light aires & hea[-]
12	3		WNW	SSW	vy Sea Maid Sail again &
2	3				at 4 Am Sot M[ain] T[op] Sail fresh
4	4				trade & Rainy Squally &
6	4				Ends the Day__Caught a
8	4				Sprat __ Saw a brigg that
10	4				Lost her M[ain] T[op] Mast
12	4				No Obs[ervation]s to Day

Cours/ Dist/ DL/ Dep[ar]t/ Latt byDR/ Mir Dist/ Dist Long[itude]/ Long[itude]
 WB / 74/ 14/ 1. 13 / 19:34/ 0- 14 / 1-1 / 81:44 N/

H	K	HK	Cours[e]	Winds	Remarks Satterday June 6
2	5	1	WNW	South	First part thick & Squally
4	4	1			with hard Rain at 3 PM laid
6	4	1			to for the Rear to Come up at
8	4	1			4 Put away again at 7 we were
10	5				wide of[f] on the Left wing of the



Logbook of Schooner *Syren*

Kingston, Jamaica to Savannah, Georgia

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12	5	fleet the Cormorant Sloop* of
2	5	war brought us to & order[e]d us
4	5	in with the fleet heavy
6	5	Squalls all Night at 3 AM
8	5	Sot M[ain] Sail & F[lying] Gibb & Latter
10	4	part fair & fresh Breeses_
12	4	Caught a Doulphen

In the Schonner Syren of Kennebeck

H	K	HK	Cours[e]	Winds	Remarks
2	2		NNW	WSW	Sunday June 7th First part fresh Breeses and
4	2				Fair weather at 4 PM maid ye
6	2		NWBN		Islands of Pines* at 6 Sot F[ore] T[op]
8	1		S E	SSW	Sail at 7 T[ac]K[e]D* Ship and stood
10	1				to the SE at 8 Light winds
12	1	1			till four in the Morning &
2	1	1			at 5 AM T[ac]K[e]D Ship to
4	1	1			the West Latter part the
6	3	—	WNW	SW	Wind Breeses & at Meridia[n]
8	3				ye Iles of pines bore NNE
10	3				Distance about 10 Leagues
12	3				Caught a Daulphin

***N.B. “The Cormorant:”**
The 16-gun Sloop of War HMS *Cormorant* was launched in 1794 and captured four French privateers before it was accidentally destroyed by fire in 1796. Britain was at war with France from 1793 to 1803 without a break, and this convoy’s merchant ships were to be protected from French privateers as well as pirates. After the American Revolution, US relations with England were strained and the slave trade would become an issue. As an American vessel, *Syren* had no right to British protection, but may have bribed naval officers to obtain it.

***N.B.** “ye Islands of pines”: Isle of Pines Lat. 21:26 Long. 83:00

***N.B. “Tacked Ship”:** To tack ship is to turn her far enough for her bow to pass through the direction from which the wind is coming. This maneuver requires the synchronized readjustment of all the sails presently set. And with a small crew, it may require even off-duty personnel to help.



Logbook of Schooner *Syren*

Kingston, Jamaica to Savannah, Georgia

May 6—July 16, 1795

Latt[itude] Obs[erved] 21:24

Cours/ Dist/ DL/ Dep[ar]t/ Latt byDR/ Mir Dist/ Dist Long[itude]/ Long[itude]

NW / 55/ 31/ 00-46 / 21:24/ 00- 33 / 00-50 / 84:34

B W/

H	K	HK	Cours[e]	Winds	Remarks
2	1	1	WBN	SWBS	Monday June 8th
4	1				First part Light aires &
6		1			Smooth Sea & from 4 PM
8	1	1			to 6 Lay to with the T[op] Sails
10	1	1			a back heading to the__
12	1	1			west Latter part almost
2	1	1	NW		Calm & Very warm__
4	1	1			<i>A slip of paper pasted over the log page at this point in 1899 interrupts the log but provides the provenance of Captain Samuel Patterson up to that year.</i>
6	2	1			
8	2	1			
10	2	1			
12	2	1			

***N.B.** “Cape Corrinters”=Cape Corrientes Lat.21:43 Long.84:24

***N.B.** “Making Sinnet”: is the process of weaving loose rope fibers into pads to be fastened to spars, tarred rigging, &c. to keep sails from chafing (rubbing against them) and developing holes.

From Kingston In Jamaca to Savannah

H	K	HK	Cours[e]	Winds	Remarks
2	1	1	WBN	SWBS	Tuesday June 9th
4	1	1			First part Light Aires &
6	1	1			Smooth Sea at 6AM maid
8	1	1			Cape Corrinters* Barring _
10	1	1			NNW__Employ[e]d Making
12	1	1	West	SSW	Sinnit* & Slushing Down
					the Masts* &

***N.B.** “Slushing down the Masts”:is the process of rubbing a spar with grease or animal fat (boiled off meat eaten by the crew). This would protect the wood from moisture.



Logbook of Schooner *Syren*

Kingston, Jamaica to Savannah, Georgia

May 6—July 16, 1795

2	1	1		Mon[sieur] Burril Struck
4	1	1		Jacob Goo[d]in with a Chare
6	1	1		then Cock[e]d his Gun at
8	1	1		Him
10	1	1		
12	1	1		Latt[itude] by Obs[ervation] 22-00
Cors/	Dist/	DL/	Dep[ar]t/	Latt byDR/
				Mir Dist/
				Dist Long[itude]/
				Long[itude]
				36

H	K	HK	Cours[e]	Winds	Remarks
					Wensday June 10th
2					Light Aires & Clear &
4					I have been Very Sick this
6					four Days but have got
8					A good [d]eal bet[t]er
10					
12					Ends as above Courses
2					Various Vinds Variable
4					
6					
8					
10					
12					

In the Schoonner Syren of Kennebeck

H	K	HK	Cours[e]	Winds	Remarks
			WBS	SBE	Thirsday June 11
					Firs[t] part Light aires and
					Smooth Sea at Midnight
					the Same at 4 AM Gib[e]d*
					Ship hauled up North

***N.B.** “at 4 AM Gibed Ship”: to gybe is to turn a vessel’s stern through the direction in which the wind is blowing. This is essentially the same as “wearing Ship,” and the opposite of” tacking Ship” (see above)



Logbook of Schooner *Syren*

Kingston, Jamaica to Savannah, Georgia

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At Meridian Cape Sant

Antonin bore S[outh] E[ast] B[y] S[outh] Dist[ance]8

Leagues from which I take

My Departure

***N.B. "Cape Sant Antonin":**

Cape St. Antonio Lat. 21:50

Joseph Thursten taken Sick

Latt[itude] By Obs[ervation] 22-9

[Longitude] 85[degrees:] 1m[inute]

H	K	HK	Cours[e]	Winds	Remarks
2	2	1	NBE	SSE	Friday June 12
4	2	1			First part Light winds
6	2	1			and Smooth Sea
8	2	1			
10	2	1			at Midnight the Same
12	2	—			
2	2	—	North	ENE	Latter part Light winds &
4	2	—			an other bucket Last
6	2	—			Joseph Thursten was
8	2	1			Very Sick all Day —
10	2	1	NEBN	EBS	the boy again taken
12	2	—			Sick
					Latt[itude] By Obs[ervation] 23:11

Cors/	Dist/	DL/	Dep[ar]t/	Latt DR/	Mir Dist/	Dis	Long[itude]/	Long[itude]
NE /	99 /	59/	12 /	23:11 /	1 8 /	0 13	/	84 58



Logbook of Schooner *Syren*

Kingston, Jamaica to Savannah, Georgia

May 6—July 16, 1795

From Kingston in Jamaca

H	K	HK	Cours[e]	Winds	Remarks
2	1	1	North	ENE	Satterday June 13 First part Moderate and
4	2		EBS	NEBN	Fair at 2 Pm T[ac]K[e]D Ship at 7
6	2		SEBE	NEBE	T[ac]K[e]D Ship again at 2AM
8	1		NNW	NE	Goodin was taken Sick &
10	2		No[r]th	ENE	Thursten was Lett Blood to Day
12	3		NNE	East	at 9 T[ac]K[e]D Ship to ye SSE
2	3				at 10 T[ac]K[e]D Ship to ye NNE
4	2	1			wee are Very Sickly on board
6	2	1	NEBN	EBS	My self & two Men & boy
8	2	1			all att worst Sick
10	1/1		SSE	East	
12	1		NEBN	EBS	Latt[itude] By Obs[ervation] 23:47
Cors/ Dist/ DL/ Dep[ar]t/ Latt DR/ Mir Dist/ Dis Long[itude]/ Long[itude]					
NE /	51 /	36/	0-36 /	23:47 /	10-39 / 00-40 / 84 18

H	K	HK	Cours[e]	Winds	Remarks
2	1	1	NNE	East	Sunday June 14th Fore part Light aires & fair
4	1	1			at 4Pm T[ac]K[e]D Ship to
6	1	—	ESE	NE	S&E at 9 T[ac]K[e]D Ship to
8	1	1			the NNE Dull flattering
10	1/1	—	NNE	East	weather Ends the Day
12	2		NEBN	EBS	I have got So as to Stand
2	2				My watch but am Very
4	2				weak
6	2	1	N E	ESE	



Logbook of Schooner *Syren*

Kingston, Jamaica to Savannah, Georgia

May 6—July 16, 1795

6 2 1 N E ESE

8 2

10 1 1

12 1 1 Latt[itude] By Obs[ervation] 23:46

Cors/ Dist/ DL/ Dep[ar]t/ Latt DR/ Mir Dist/ Dis Long[itude]/ Long[itude]

18 / 84 : <blotted out>

8 2

10 1 1

12 1 1 Latt[itude] By Obs[ervation] 23:46

Cors/ Dist/ DL/ Dep[ar]t/ Latt DR/ Mir Dist/ Dis Long[itude]/ Long[itude]

18 / 84 : <blotted out>

From Kingston In Jamaca To Savannah In America

H K HK Cours[e] Winds Remarks Monday June 15th

2 Calm Calm First part Calm & Pleasant

4 — — at 6 PM T[ac]K[e]D Ship —

6 4 — NNW NE to the SE at 6 AM_ _

8 1 SE T[ac]K[e]D Ship to the N&E

10 1 ESE South Ends Dull flattering wea[-]

12 1 ther Buried one Negro

2 1 SE ENE In the Deep a yong one

4 0

6 1 SSE SW

8 1 NEBE EBS there is a Current here

10 1 Setting to the S[outh] & Eastward

12 1 Latt[itude] By Obs[ervation] 23:41

Cors/ Dist/ DL/ Dep[ar]t/ Latt DR/ Mir Dist/ Dis Long[itude]/ Long[itude]

/ 20 / 5 / 0-3 / 23:41 / _____ / 0-40 / 83:20



Logbook of Schooner *Syren*

Kingston, Jamaica to Savannah, Georgia

May 6—July 16, 1795

H	K	HK	Cours[e]	Winds	Remarks
2	1		NW	NNE	Tuesday June 16th First part Light aires
4	1		East		at 2 Pm T[ac]K[e]D Ship to the
6	1	1			East at 2 AM T[ac]K[e]D Ship
8	1	1			to ye NNE at 10 T[ac]K[e]D Ship
10	2	1	SEBE	NEBE	to the East at 6 Maid the
12	2				Iron Hills bairing SSE
2	2		SEBS		the fleet I beleave is a goin[-]
4	1	1	NNE	East	g in to the Havanna*
6	1	1			for we are almost out of
8	1				Sight of them &
10	1				
12	1		East	NNE	Latt[itude] by Obs[ervation] 23:46 [Longitude] 82:30

***N.B.** "A going in to Havanna:" Havana, Cuba
Lat 23:9 Long. 82:19

From Kingston In Jamaca To Savannah In America

H	K	HK	Cours[e]	Winds	Remarks
2	2	1	EBS	NEBE	Wensday June 17th First part Light aires &
4	2	1			Smooth Sea at 5 Pm T[ac]K[e]D
6	1/1	1	North	ENE	Ship to the Northward &
8	2	—	NNE	ESE	at 6 Last Sight of the fleet
10	3	—			we Suppose they have —
12	3	—			gone in to Savannah*
2	2	—	NEBN	SE	our People Remain Very
4					Sick yet we have lost
6	1	1			an other Negro Child to Day
8	1	1			& Buried him in the Deep —
10	0	1			
12	0	1			Latt[itude] by Obs[ervation] 23:43

***N.B.** "Gone in to Savannah" : Surely our log-keeper meant to write "Havanna."

Cors/ Dist/ DL/ Dep[ar]t/ Latt DR/ Mir Dist/ Dis Long[itude]/ Long[itude]
NE / 45 / 3 / / / / 1:30 / 81:3



Logbook of Schooner *Syren*

Kingston, Jamaica to Savannah, Georgia

May 6—July 16, 1795

H	K	HK	Cours[e]	Winds	Remarks
2	1		WNW	North	Thirsday June 18th
4	1				First part Light aires and
6	1		NNW	NE	fair at 7 Am Sounded in 20
8	2	1	North	ENE	Fathoms water at 10 Sounded
10	3		NBE	EBS	In 10 and 9 ½ Fathoms out__
12	3			SEBE	Sight of Land Semt<??> to[o] Small
2	3				Calibe* Caught 3 Daulphin
4	2	1			and 2 Sharks &
6	2				Latter part Light aires
8	2		ENE	SE	and fair our people is
10	1	1	NEBN	SEBE	gitting better thank God
12	1	CC			Latt[itute] by Obs[ervation] 24:26

***N.B.** “Calibe”:
probably a crewman
named “Caleb.”

Cors/ Dist/ DL/ Dep[ar]t/ Latt DR/ Mir Dist/ Dis Long[itute]/ Long[itute]
NNE / 48 / 43 / 18 / 24:26 / 00-48 / 0:20 / 81:10

H	K	HK	Cours[e]	Winds	Remarks
2	—	1	NNE	East	Friday June 19th
4	—	1			First part Light aires & Smooth
6	1	1	SEBS	EBN	Sea at 4 PM T[ac]K[e]D to the S[outh] & E[ast]
8	2	—	SBE	EBS	at 7 Deepen[e]d our water to 35
10	2		SBW	SEBE	F[athoms] at 10 no Bottom T[ac]K[e]D to the
12	2		NEBE	ESE	NE at 7 Am Sounded in 11 F[athoms]
2	3				T[ac]K[e]D to the SSW at 3 T[ac]K[e]D to
4	2	—	NE	ENE	the Eastward at 10 Maid Tortu[-]
6	2				gas EBN of us at Meridian
8	1/1	1	SWBS	SEBS	Sounded in 4 Fathoms T[ac]K[e]D
10	2	1	ENE	SE	Ship to the SW__I now take
12	2	1			a New Departure from Tortu[-]
					gas Longatude of 83-50W
					Latt[itute] Obs[ervation] 24:25



Logbook of Schooner *Syren*

Kingston, Jamaica to Savannah, Georgia

May 6—July 16, 1795

We Maid a Mistake in the Land on Cuba / Longt[ude]
When we strick[e]d over to the Florida Shore* 83:50

***N.B. "We Maid a Mistake..."**

Note that he probably discovered this error because "Tortugas" is at Lat. 24:39 Long. 83.2. Hence his "New Departure" from there on June 19th.

H	K	HK	Cours[e]	Winds	Remarks
2	1		SW	SSE	Satterday June 20th
4	1				First part Light aires and
6	1				Smooth Sea at 6 Pm Tortugas
8	1	1	SSE	East	bore 3 LeaguesDistance ENE
10	2		SBE	EBS	at 10 Squally with Rain
12	1		SWBS	North <i>crossed out</i>	got of[f] Soundings at 2 Am
				SBE	Calm at 4 Heavy Squalls
2	1				with Rain & Sharp Lightning
4	1/2		EBS	North	And heavy Thunder &
6	3	1v	ESE	NE	Latter part Dull weather
8	—				and Light winds
10	2	1i	South	ESE	Capt[ain] Lilly Very unwell
12	2	4			Latt[itute] by Obs[ervation] 24:6

Cors/ Dist/ DL/ Dep[ar]t/ Latt DR/ Mir Dist/ Dis Long[itute]/ Long[itute]
SE / 41 / 19 / 0-36 / 24:6 / 00-20 / 0:38 / 83:12
BE/

From Kingston In Jamaca To Savannah In America

H	K	HK	Cours[e]	Winds	Remarks
2	1	1	EBN	South	Sunday June 21 /2
4	1	—	NE	ESE	First part Light aires
6	2	—	East	NBE	and Smooth Sea at 1/2 --
8	1	1	SE	ENE	after 4 Pm T[ac]K[e]D to the E[ast]W[ard]
10	1	—	South	ESE	at 5 Capt[ain] Lilly was Lett
12	1	—	—	—	Blood: at Midnight a Squall
					T[ac]K[e]D Ship to the East --



Logbook of Schooner *Syren*

Kingston, Jamaica to Savannah, Georgia

May 6—July 16, 1795

2	2	1	East	South	at 7 Am Tim[o]th[y] Landers __
4	Calm	—	—	—	was let blood he being Very
6	—	—	—	—	Sick we have only one Man
8	1	1	NE	ESE	that is well on board __
10	—	1			Latter part Dull weather—
12	—				Latt[itude] by Obs[ervation] 24:6

Cors/	Dist/	DL/	Dep[ar]t/	Latt DR/	Mir Dist/	Dis	Long[itute]/	Long[itute]
/	26 /	/	/	24:6 /	/	/	/	82 :52

H	K	HK	Cours[e]	Winds	Remarks Monday June 22
2	1	1			Calm First part a Dead Calm
4			at 9 Pm	Gibed Ship at 11	
6	—	1	East	NW	Squally in M[ain] T[op] Sail and
8		1	EBN	NBE	F[ly]ing Gibbe T[ac]K[e]D Ship to the
10	2	1	Ditto	South	S[outh] & Eastward at Midnight
12	3	1		SEBS	Moderate Sot them aga[-]
2	2	1	SE	ENE	in at 5 Am Maid Land bair[-]
4	Calm		also	Landerers	ing NW and WNW Dist[ance]
6				Very Sick__	about 10 Miles Latter part
8		1			Dull flattering weather
10	1	1	ESE	NE	the Capt[ain] Very Sick__
12	1	1	SE	ENE	Latt[itute] by Obs[ervation] 24:19

Cors/	Dist/	DL/	Dep[ar]t/	Latt DR/	Mir Dist/	Dis	Long[itute]/	Long[itute]
NE	/ 22 /	13 /	0-17	/ 24--19 /	00-14	/ 00-1	/	82 :34
3/4E/								



Logbook of Schooner *Syren*

Kingston, Jamaica to Savannah, Georgia

May 6—July 16, 1795

From Kingston In Jamaca To Savannah In America

H	K	HK	Cours[e]	Winds	Remarks
2	—	—	Calm	—	Tuesday June 23th First part a Dead Calm—
4	—	—			at 4 Pm Light winds at 7
6	2	—	EBS	North	Squally wither Main In
8	2	1	SE	ENE	M[ain]T[op] Sail & F[lying] Gibb at 3 Moder[-]
10	—	1	SSE	East	rate Sot him again at 6
12	1	1			Am wore Ship to the
2	1	—	SE	—	NNE Saw a Brigg at 10
4	1	1			Maid Land bairing North &
6	2	—	South	ESE	Saw a Whirlwind VeryNear
8	2	1	NNE	East	Down all Sails &
10	2	1	NE	ESE	we have had a Very Strange
12	2	1			Current Setting to the N & E
Current one Degree Eastward					the Capt[ain] Better
					Latt[itude] by Obs[ervation] 24:42
Cors/ Dist/ DL/ Dep[ar]t/ Latt DR/ Mir Dist/ Dis Long[itute] / Long[itute]					
NE / 37 / 23 / 29 / 24-42 / 00-25 / 00-31 By Dead rec[koning] / 82 :34					
½ E					

H	K	HK	Cours[e]	Winds	Remarks
2	1/1	1	NBE	EBN	Wensday June 24th First partfrsh Trades &
4	3	1	SE	ENE	Squally with Rain at 1
6	2	1	North	ENE	Pm T[ac]K[e]D Ship to the S[outh] & E[ast]
8	1/1	1	SSE	East	at 4 T[ac]K[e]D to the North at 7
10	2	—			T[ac]K[e]D to the SSE at 10 Wore to
12	2	1	NNE	Ditto	the NNE – at 5 Am Maid
2	2	—	—	—	the Land T[ac]K[e]D to the SSE
4	2	—	—	—	at 6 T[ac]K[e]D to the Northward



Logbook of Schooner *Syren*

Kingston, Jamaica to Savannah, Georgia

May 6—July 16, 1795

6	1/1	—	SSE	Ditto	Latter part a good Brees
8	1	—	NBE	EBN	and fair & Goodin Sick
10	2				again Mon[sieur] Borril Sick
12	2				thank God for we have Sum peac[e]
					Now
					Latt[itude] by Obs[ervation] 26:24

Cors/	Dist/	DL/	Dep[ar]t/	Latt DR/	Mir Dist/	Dis	Long[itude]	/ Long[itude]
/	/	/	/	/	/			/ 81 :

From Kingston In Jamaca To Savannah In America

H	K	HK	Cours[e]	Winds	Remarks
2	4	—	NBE	East	Thirdsday June 25th
4	3	1			First part fresh Breeses and
6	2	—	Ditto	ESE	fair Caught a Large Daulphin
8	2	—			at 3 Pm John Clemans was
10	2	—			Taken Sick at Midnight —
12	1	1	Ditto	SSE	light aires at 1 AM a heavy—
2	3	1	North		Squall with thunder & Lightning
4	3	—			and hard Rain in M[ain] T[op]Sail
6	2	1			& boath Gibs* & M[ain] Sail Settled
8	2	1			Down F[ore] T[op] Sail & F[ore] Sail at 2
10	2	1			Moderate Sot them again
12	2	1			Saw Campe Sant at our M[ain] T[op]
					Gallant head at 6 John was
					let Blood Latter part Moderate
					& fair

***N.B.** “Boath Gibs:” note that the schooner had only two jibs.

Latt[itude] by Obs[ervation] 28:48

Cors/	Dist/	DL/	Dep[ar]t/	Latt DR/	Mir Dist/	Dis	Long[itude]	/ Long[itude]
/ 53	/ 64	/ 68	/	/	/			/ 80 : 00



Logbook of Schooner *Syren*

Kingston, Jamaica to Savannah, Georgia

May 6—July 16, 1795

H	K	HK	Cours[e]	Winds	Remarks
2	2	—	NW	SSW	Friday June 26th First part Light aires and fair weather & at 9 PM__
4	1	1			
6	2	—	NWBW		Squally in boath T[op] Sailes*
8	3	1			and F[lying] Gibb at 10 Moderate
10	4	1	North	WNW	Sot them again at 9 Am
12	2	—	NNW	West	T[ac]K[e]D to the Westward
2	1	1	NWBW	SWBW	Latter part Light aires
4	1	1			and fair__
6	—	1	East	NNE	John Cleamons Very
8	—	1			Sick
10	1	1	West	NNW	
12	2	—			Latt[itude] by Obs[ervation] 30:38

***N.B. “Boath T[op] Sailes:”** This reference taken with the words “T[op] Sailes aback” on (above) shows us that the schooner *Syren* carried square topsails on both masts. We can now picture how this schooner looked with all sails set.

/ 2.6 / DL/ Dep[ar]t/ / / Dis Long[itute] / Long[itute]
/ Dist / / 110 / / / / 81 : 20

From Kingston In Jamaca To Savannah In America

Note: this page has been ruled but the hours & diurnal entries have not been filled in for these two days except as transcribed here.

Remarks Satterday June 27

First Part Light aires

& Smooth Sea at 4 PM

Sounded in 27 Fathoms

Sent up Takles & Runners

I Being Very Sick__

Have Maid No Remark

81 37

8 23

23 12

31 35

Latt[itute] by Obs[ervation] 31:19



Logbook of Schooner *Syren*

Kingston, Jamaica to Savannah, Georgia

May 6—July 16, 1795

Remarks Sunday June 28

First part fresh Breezes

and fair at 8 PM we were

In 10 F[athoms] Shortened Sail &

Lay to <“hed of shore” inter linear>

at 10 Squally with

Rain and heavy Thunder

& Sharp Lightning at 4 AM

Maid Sail & Run NW

No Obs[ervation] to Day

On the Coast of Savannah Close in with ye Land

Remarks on Board Monday June 29th

First part of this 24 Hours begins frish

Gales & Very thick Rainy weather & Rough

Sea a going at 4 PM it Lited up wore Ship & Run

in for the Land Run in to 7 F[athoms] it thickened up

again So we Could not Make the Land to [k]no[w] it__

wore Ship & Stood of[f] till 8 Shortened Sail & Lay

to under ye F[ore] Sail till 4 AM then Maid Sail__

Run in for the Land at Meridian we found our

Selves 35 Miles to the Southward of our port__

On the Same Lattitude we were in Satterday 31:19

Between 3 and 4 AM John Cleamons

Departed this Life after being Sick a little

better than four Days he was out of his head a

Most all Last Night at 5 we hove him over Board



Logbook of Schooner *Syren*

Kingston, Jamaica to Savannah, Georgia

May 6—July 16, 1795

Remarks on Board Tuesday June 30th

Fore part Light wind at ye ENE beat Short
Tacks till 8 Pm The wind then Came to ye Southward
but Very Light we Rund the Shore a Long
in a bout four fathoms water Latter part
Moderate and fair Latt[itude] By Obs[ervation] 31-35
at 5 in the after Noon we Maid Tibe[e] Lighthouse*
and at 6 Run in to ye Light & Came to our
anker after Laying to for a pilot & there
was None Came of[f] the Capt[ain] went on Shore
for a pilot but Could git None at Dark
we had Very Severe Squals & hard Rain
with thunder & Lightening Bent to a Sheet
Cable & Let go Sheet Anker at 11 the Capt[ain]
Came of[f]

***N.B.** “We Maid Tibe[e] Lighthouse”: i.e. sighted Tybee Lighthouse located at Lat. 32:00 Long.80:42 on an island of the same name at the mouth of the Savannah River.

A Harbour Journal at Tybe[e] Light House

Remarks on Board Wensday July 1th

this Day blandy & flattering weather Variable
Winds at 3AM we had a pilot Came on board
at Day Light the Capt[ain] Set of[f] with the Boat
& 2 Men to go to Town & Mo[nsieur] Barrel with him
at Meridian got under way to Beat into ye Channel
but Could not the tide being against us at 4 PM
got under way again the wind being fair Run
into ye Channel & Came to at Midnight Let go
Best Bower* & Mo[o]r[e]d our Vessal to Ride Current an
Of all the Passages I Ever Maid I Never Experianc[e]d

***N.B.** “Let go Best Bower” i.e. dropped their heaviest anchor at the bow.



Logbook of Schooner *Syren*

Kingston, Jamaica to Savannah, Georgia

May 6—July 16, 1795

one So Tedious & Disagree as this from Jamaca
and now to Ride Currentus is Very Hard
but the Laws of the Country Must be Comply[e]d with

Remarks on Board Thirsday July ye 2th

this Day fair weather Variable winds &
at Meridian the Capt[ain] Came on Board with
Sum fresh Provisions at 1 PM Landed ye Slaves
as the Law Directs & Latter part fresh Breeses at
ye Southward got of[f] the Negrows

Remarks on Board Friday July 3th

this Day begins Moderate & fair weather Variable
winds & Landed our Negrows & all hands went on
Shore Employ[e]d Setting up Gibb & F[lying] Gibb Stays &
fleeting ye Bowsprut Shrouds* Latter part
Squally with Rain our boat parted her painter*
and was picked up by the Revenus Cutter boat
two Dollars paid for it

***N.B. “Fleeting ye Bowsprut Shrouds”** i.e. tightening this rigging which has become slack.

***N.B. “Parted her painter”**
i.e. broke loose.

A Harbour Journal at Tibe[e] In Savanah

Remarks on Board Satterday July 4th

this Day Good weather winds at ye Southward
Employ[e]d Scraping Down ye T[op] Mast & Slushing
them Down & Landed ye Slaves as Customary
We had a Boat from Town to Day with fresh
Provisions for M[onsieu]r Borrel & also Letters to Deliver



Logbook of Schooner *Syren*

Kingston, Jamaica to Savannah, Georgia

May 6—July 16, 1795

Remarks on Board Sunday July 5th

this Day Good pleasant weather fresh
Breases at ye Eastward all Hands a Shore
a part of the Day; So Ends all Tolerable well

Remarks on Board Monday July 6th

this Day good Pleasant weather wind in ye___
Eastward all hands Employ[e]d Scraping ye
mast the Starboard Side also un bent F[ore] T[op] Sail and
Middle Sticked him bent him again &

Remarks on Board Tuesday July 7th

this Day Good weather fresh Breases at ye WSW
at 10 AM I went to town with two Men for
Provisions & at 9 at Night gott on Board&

Remarks on Board Wensday July 8th

this Day heavy Gailes & Rain wind from ye NE
Which brought boath Ankers a head Latter part
Clear but windy all Night Arived here a
T[op] Sail Scho[o]nner from New York 6 Days out
It is Very unCommon to have Sutch a heavy
Blow in this Quarter at this time of Year Sum<??>
For It has blew a Gail this Last 24 Hours &
So Ends all well on Board the Syren . . .



Logbook of Schooner *Syren*

Kingston, Jamaica to Savannah, Georgia

May 6—July 16, 1795

Where we are Obligated to Ride Quarantain

24.

Remarks on Board Thirsday July 9th

this Day Heavy Gailes from the Eastward
Arriv[e]d here a packet [ship] from Charleston__there
has been Such Rugid weather this two Days__
we Could not Land our Negros & People Employ[e]d
Making Sunnet & Capt[ain] Lilly unwell also Gooden

Remarks on Board Friday July 10th 1795

this Day Pleasant weather Light Breeses
from ye Eastward & People Employ[e]d Scraping
ye Larboard wa[i]st & Paying it also Slushing
Down ye Masts Rounding ye after Shrouds*
I hear they have had an other Meeting yesterday
at Town Concerning our Landing the Slaves &

***N.B.** “Rounding ye after Shrouds”: i.e. tightening the rigging of the lower mainmast.

Satterday July 11th Remarks on Board

This Day Pleasant weather Light wind
from ye Eastward the Quarantain being
Out Capt[ain] Lilly and M[onsieu]r Burrel with
two Men went to Town Latter part fresh
Breeses & fair weather Arived a Schoonner
from Kennebunk 14 Days out & at 6 PM Died
an ould Negro this Makes the third Negro that
has Died two of them were Small— Employ[e]d
at Sundrys on Board the Syreen



Logbook of Schooner *Syren*

Kingston, Jamaica to Savannah, Georgia

May 6—July 16, 1795

Remarks on Board Sunday July 12th

this Day Dull Rainy weather Light Brees
from ye Eastward at 10 AM ye Capt[ain] Came on
board with ye Health Doctor who gave a Sertificate
of our being well at 12 I went to town with the
[D]ocktor or health of [f]icer for bread & other provis[ions]

A Harbour Journal at Tybee Sound at Savannah

Remarks on Board Monday July 13th 1795

this Day Rainy weather & fresh Breezes at ESE
at 11 Am I got on board Very weat got our bread weat Som
at 1 Pm Capt[ain] Lilly Sat of [f] for Town to Enter his Vessel*
altho he was Very Sick & itt Rained Very hard & Ar[r]ived
Several Vessals & belonging to America

Remarks on Board Tuesday July 14th

this Day Clear Light Breeses from SSW
loos[e]d the Sailes to Dry
at 11 Am Landers got on board from Town an[d?]
Left the Capt[ain] at Town who is determin[e]d
[to k]no[w] whats to be Dun before he Returns &
fil[le]d Sum watter Latter part fresh Brees[es]
Several Sail of Vessals Sailed to Day

Remarks on Board Wensday July 15

this Day fresh Gailes at ye Southward &
at 2 PM the Gentlemen Passengers Embark[e]d
on board the Revenue Cutter to go to Town as
they have had no Supplies this three or four

***N.B.** “Enter his vessel”: i.e. provide the documentation required before the ship’s business can be legally transacted in the port. Note that the Captain and Monsieur Burrel had already gone ashore on the previous Saturday (July 11th), a marked discrepancy at the conclusion of the log. For certain unscrupulous mariners, there could at times be reason to bend the truth in a voyage’s written account. Could this be a case of prematurely breaching quarantine mandates?



Logbook of Schooner *Syren*

Kingston, Jamaica to Savannah, Georgia

May 6—July 16, 1795

Days & have nothing on board to Eat &
People Empoly[e]d Making Sinnet &

Remarks on board Thirsday July 16th

This Day Pleasant at 3 AM ye Capt[ain] Came a board &
[h]e gives us no Enco[u]ragement of going to Town as yet
there being Scarsly any People at Town Meeting
was nothing Dun; our best bower being foul have
him up & Clear[e]d him un[-]bent ye Main Sail and
M[id]d[le] Stich[e]d a part of him Latter part heavy Squ[-]
alls with Rain wind Variable & Let go sheet Anker

“Wind at South” *interlinear*

Thus concludes this excerpt from the *Syren's* logbook . From Savannah, the vessel journeys back home to the Kennebec.



*To learn more about untold elements of
Maine's maritime heritage and to see
these documents in person, visit the exhibit
Cotton Town: Maine's Economic Connections to Slavery,
on display at Maritime Museum until May 8, 2022.*

