

My great-great-grandfather, Daniel Wightman Lamb (1809-1903), wrote this account of his experience on a sealing voyage to the Falkland Islands. A note at the end of the manuscript indicates it was "Written June 29 AD 1896" and "Copied By Mrs Julia [Maxfield] Lamb". The amount of detail suggests that he wrote the account shortly after his adventure, while it was still fresh in memory. Daniel's draft seems to be lost; the following is my transcription of Julia's copy. I have preserved the original spelling, punctuation, and capitalization. A few corrections were made in a second hand, and I indicate these by ~~strikethrough~~ for words crossed out and underscore for words (and sometimes just letters) inserted. I enclose Daniel's page numbers in square brackets, e.g. "[2]". To see a sample of the manuscript, [click here](#).

—Lee Hartman <lhartman(at)siu(dot)edu>, Carbondale, Illinois, August 2013

History of A Sealing Voyage On board the Schooner Breakwater of Stonington Connecticut in the year AD 1830 and 31: by Daniel W Lamb

On the 5th day of February AD 1830, In the town of Groton (now Ledyard) in New London County Connecticut I became 21 years of age and having fulfilled my legal obligations of service to my parents I began to look for employment away from home. Accordingly in June of that year I went to Stonington point about ten miles from home and engaged to work for Capt Charles Smith for \$12 per month and board work on the break water which he was building for the improvement of the harbour at stonington point. While there at work I noticed some vessels in the harbour which I learned were being fitted out for A sealing voige along the coast of Patagonia there to spend two Sealing Seasons and then return which would occupy about 18 Months. Accordingly having A curiosity to see Some of the world and possibly to get A little money I concluded to venture A ~~voige~~ voyage. So having obtained A release from Capt Smith and pay for work I had done for him up to the latter part of July I shipped on board the schooner Break Water A fore and aft schooner of about 90 tons, Manned by the following named crew. Capt Daniel Carew of Stonington, first mate Oliver York, of Stonington Second mate, Mr Coffin, of Stonington third mate, Robert Sutton, of Stoneington. Steward, Matthew Flores A Portuguese of the Western Isalands, these were A family by themselves on board the vessel and lived in the cabin. The following were the crew they lived in the forecastle. Cook Solloman Heding A Negro, hands before the mast Robbert Allison of New York, Alexander Pollins New York, Thomas Canada New York _____ Duryea Carpenter New York, Edmund T Irvin New York Daniel OBrian New York Moses Brushell of Groton A Pequot Indian, James Freman of Groton A Negro Frank Joseph A Portuguese of Western Isalands. [2] Horrace Robberts Rhode Isaland. Edward Gardner of Rhode Isaland A Negro. These names together with my own show A crew of thirteen men before the Mast and four in the Cabin in all seventeen. The owners of the vessel put on board provissions for the ~~voige~~ voyage and the earnings were to be counted at 200 shares the owners of the vessel to have 100 shares and the other 100 to be divided among the crew as agreed upon at the time of Shipping. I shipped for two and A half shares but some shipped for one and A half shares. After making due preparations we took in water and on Thursday Aug 12: AD 1830, we weighed Anchor And set Sail and shaped our course for Bonavista one of the Cape Verd Isalands to get salt to salt Seal skins. Three other Vessels in the same buisness and owned by the same company Sailed with us at the same time. They were the Brig William Capt Wilbur the Schooner Harriet Capt Davidson and the Schooner Free Gift Capt Hall. We Sailed Eastward between Montauk Point, and Block Island, near sundown and the last land in sight to us was Lantern Hill, in the North East part of Groton (now Ledyard) and I saw no more land for forty days but every morning the sun in the East appeared to rise out of the ocean and every evening the sun appeared to go down in the ocean in the west. how it could do this without extinguishing its fire I leave to the reader to judge. I was sea sick about three weeks and did not enjoy Sailors fare very well but I gradually recovered and could rellish ~~any~~ my fare very well. During the ~~voige~~ voyage to Bonavista the officers of the William and the Harriet and the Freegift and the Break water had jovial times visiting each other and the men had easy times. During the first day out Capt Carew invited all hands aft to splice the main brace which means an invitation to all hands to come aft and take A drink of Rum [3] of cours I went aft with the rest but choose to be excused from taking A drink. The supply of New England Rum which belonged to the officers exclusively was soon exausted but while it lasted our chief mate Mr. York indulged very freely and at one time had a spell of Delerium Tremans but when he got sober he was A first rate officer.

We arrived at Bonavista Sept 22 forty one days from Stonington, where we staid A few days took in salt to salt seal skins and got some refreshments from on shore and those who liked it got A drink of Agua Dent, the Portugese name for whiskey some drinkek A little to much. The people here are Portugese and more blacks than whites. I saw one black man I think seven feet tall. There were some English vessels in the Harbour preparing to go to the coast of Africa to get Negroes to take to Cuba to sell as slaves and they offered \$45 per month for men to

go with them but they got none of our men.

I sold them some tobacco which I had taken as a venture to make some money on, they gave me one dollar per pound for four or five pounds. The land seems to be poor and Sandy. I saw some Donkeys and some Goats but I think these Islands are not very productive. While at Bonavista I wrote A letter home to my Parents the only one I wrote home while on this ~~voige~~ voyage. The followin is A copy of it

Bonavista Sept 26 AD 1830, Arrived 22,

Dear Parents

I now embrace an opportunity of writing to you ~~of~~ after A lang passage across the Atlantic. We Sailed from stoneington on Thursday at 4 Oclock P.M. Aug 12th and shaped our course for Cape De Verd Isalands to get A supply of salt. For the first ten days we had fair wind and got along well but from that [4] time till the time we made the Harbour we had fair wind but A little while at A time but contrary wind and squally weather A great part of the time we were 40 days ~~with~~ without seeing land and on the forty first day we anchored ~~on~~ in the Bay of Bonavista.

The officers have treated us very kindly but the hands I am sorry to say are some of them quarrelsome and it is hard to get allong with them. I have enjoyed very good health since I left you although it was hard for me at first to fare as A seaman. But I feel that the hardest fare is from the hands on board who scorn morality in principle and practice and who count nothing valuable but seamanship and immorality and who have no patience to let A person learn. I think now as I have often read that it is wrong to trust in the friendship of man I find them to be as unstable as the wind there is no one on board that is stable enough to continue long in good humor with any one and but one that I dare trust at all. This seems hard as we are bound on A voige of such length together. But I will put my trust in him who made me and who is able to protect me in the wisest maner hoping that it will please him to bring me safe and sound once more to my native land. I desire your prayers dear Parents that I may be guided by A merciful God in the way I should go and that he may be with me through all the affairs of life. we expect to sail tomorrow morning for the Falkland Isalands where we expect to stay three or four months and then we are to proceed to the western coast of Patagonia through the straits of Magellan are there we are to spend the winter season then return to the Isalands again and stay until the season for Sealing is over and then return home which I have reason to hope will not be more than eighteen months from the time we sailed from home.

Daniel Lamb

Hannah Lamb I remain your affectionate son

Daniel W Lamb

P.S I wish you to write me the first opportunity you have Please excuse my writing as I write in haste and with poor accomodations.

[5] The above is a copy of the letter which I sent home from Bonavista but the plan of the ~~voige~~ voyage as therin stated was not followed as I will show. Accordingly on the 27th of September after completing our buisnefs at Bonavista and taking on A couple of Goats to make us some fresh meat we weighed anchor and in company with the brig William and the schooners Harriet and Free Gift, we put to sea and shaped our course for Patagonia. We had fair wind and pleasant weather till we crossed the Equator but the heat was to great for our dog which we wanted to catch wild hogs when we should get to the Falkland Isalands. he died but fortunately we got one from the Brig William. of course after crossing the Equator we had to look to the North to see the sun at noon. The officers of these vesels had fine times visiting each other for ten or 15 days till after we crossed the Equator and till Capt Hall of The Free Gift became suspicious that his vessel was not Seaworthy. So a council of the officers of the four vessels was called on board of her and she was condemed as being not sea worthy. Accordingly it was decided to divide her stores of provisions and her crew equally between the William the Harriet and the Breakwater and then set her on fire. So when they had completed the work of dividing her Crew and her stores and sails they hove her too with flying jib set and set fire to her. And so we witnefsed the sad sight of A vessel burning at sea and thus ended the career of the Free Gift after serving her owners about twenty four years. Those of her crew who came aboard the Breakwater were Capt Hall of Stonington Wm Henedy of Maine Alonzo Hedding and Pharao Hedding Negroes and brothers of Groton and Shumtup A Pequot Indian of Groton. We soon parted company with the Harriet and William and saw the Harriet no more. About this time we fell in with an English vessel which was conveying convicts to the Penal collony of Bottany Bay.

[6] we kept on our course and arrived Safely to a Harbour called the oven on the East coast of Patagonia some seventy or eighty miles North of Port Desire after some more than forty days from Bonavista So it was some time in November the exact date I do not remember. The Oven was A small Bay or Inlet about ten acres in extent The entrance to it was narrow and between two high points of land and the Harbor was Surrounded on three sides by High Land and perfectly sheltered from storms. Here we Anchored and commenced A Preparation for the seasons work as the sealing season was about to begin. we recruited our supply of water from A well on shore which had

been dug by some former visiter to this place and prepared to station men at different points along the coast to take seals. While there the Brig William came into the Harbor much to the chagrin of Capt Carew who did not want A trespasser on our Claim. Burt she soon left and we saw her no more. Our crew was divided into companies of three or four men each and placed at different stations along the coast. I was with Mr Sutton the third mate and two other men assigned to A little rock Isaland about one half day sail Northerly from the oven called hidden Isaland A baren rock ten or fifteen acres in extent about the first of December where we were put on shore with some provissions and A boat which we hauled up and used to sleep under instead of A tent. Here we stayed twenty seven days. So I spent Christmas day AD 1830 on hidden Isaland off the Coast of Patagonia on A little barren rocky Isaland A home for Seals and sea fowls such as Penguins and Ducks. We took 96 fur seal while there.

Mr Sutton was expert at skinning and salting them and near the close of the month our vessel the Break Water took us off that barren rock and we were permitted to visit the oven [7] which seemed almost like getting home and we visited this harbor several times while on the coast. The sealing season lasts but four to six weeks so it was soon over after we left hidden Island. During the season our crew took 1,000 fur seal the skins were worth \$8 apeace and the captain having A chance to send them home by A vessel just going to stoneington sent them and that was our seasons work. But we intended to stay and have the benefit of another sealing Season and while thus waiting we aimed to catch what game we could for our provission. We coasted along the coast visiting cape Blanco, near which was once A settlement now abandoned and not far from an extensive salt pond we visited Port Desire at the mouth of the river and Port St Eliza in Camarone Bay where we lost an Anchor and in dragging for it we caught another just as good and made fast to it, and left ours there for some one else to fish up. We made several visits to the Oven at one of these visits we Saw A procefsion of Guanacos and Ostriches on the low Isthmus south of the Harbor going Eastward onto the Promontory which is on the south side of the entrance into the harbor. So we thought there was A good chance to get some game and we nearly all turned out to try our luck. The Isthmus was narrow and A man stationed on it with A rifle would have A good chance to shoot A Guanaco while passing over it Capt Hall tried it but was not very succesful. We went up onto the Promontory where the Guanacos and Ostriches were which caused A stampede and they rushed toward the Isthmus to make their escape. But we succeeded in turning the Ostriches somewhat out of their intended course and caused one of them to jump off A rocky precipice some forty feet high he fell on A pyle of stones which deprived him of the pouer to move.

[8] I then immediately went arround to the foot of the hill where he was and thought to take him on board the vessel. I took hold of one of his legs and he kicked with such forse it nearly knocked me over. I found he would be to strong for me to handle when fairly recovered from his fall so I took my jack Knife and cut his throat and thus was enabled to take him on board and found his meat as good as that of A turkey. The Ostrich has great strength and will outrun any horse. Another time when we were in this Harbor we met with A serious accident. We happened to get A little to near the North shore of the Harbor our vessel touched the rock, when the tide was falling and as the rock was slanting toward the south our vessel gradually keeled over toward the south and filled with Water and when the tide turned and she righted we got clear of the rock she was full of water and when we got the water bailed out we found our salt all dissolved and all our bread that was not in water tight casks was spoiled the beans also and flour badly damaged but fortunately we had tight casks of bread left and of course our Beef and Pork was not hurt. It then became necefsary for us to obtain A supply of Salt for the next Sealing Season. Accordingly we left the oven and sailed Southerly along the coast to Cape Blanco, A few miles west of which was A large salt Pond so called because it had the appearance of A Pond which was A layer of good coarse white salt about one and half inches thick underlaid with soft Earth or stiff mud. the nearest approach to the Ocean from this Pond was North about one half mile where was A good beach near which our vessel might come in good weather and take on board the salt when gathered.

[9] So all hands that could be spared went to gathering Salt and soon had about 300 bushels piled up on the beach this was soon taken on board and we then had A good supply of salt for another sealing season which it so happened we never had occasion to use. Our method of gathering it was by putting it into sacks made of skins of the young hair seal and carrying it on our shoulders to the beach. A short distance South West of Cape Blanco we visited the ruins of an old town now deserted only the foundations of former habitations remaining and an old Canon one horn broken off and the road was still visible from this place to the salt pond which was doubtlefs used by the former inhabitants. The Eastern coast of Patagonia is A barren rocky desert uninhabited but by the Gunaco the Ostrich the Wolf the Hare and some other animals.

We visited Port Desire at the mouth of the river of that name which must recieve its water from the west as it did not rain there while we were on the coast. In May we bid adieu to the coast of Patagonia and sailed for the Falkland Isalands so as to have the benefit of the great abundance of game on those Isalands Wild Hogs and Rabits Ducks and Geese and wood and plenty of water but wood rather scarce. we went to the East Isaland around which are some small Isalands and many good harbors and on which was Port Lewis the only settlement on the Isalands. We found our dog to be very useful in catching hogs which were quite numerous on one of the Isalands They were about as lean as A Rabbit ~~but~~ but made us some meat and we also killed A great many wild Geese so we had A good supply of Game while we stayed there. One day we left the Harbor to go to one on the

other side of the Island and forgot to take our dog on board.

[10] So the next day I and Ed Gardner were appointed to go across the Island about 15 miles to where we left the dog to have him come with us so we went as directed and near sundown came to the place we had left the day before and the dog was greatly rejoiced to see us but it was too late to return that day so we looked for a place to sleep. We found a place where a hole in a bed of Peat had been burned out about four feet deep and several feet in circuit here we made a bed of Grass cut with our knives and turned in and slept over night and the next day returned with the dog.

We visited several Islands while we stayed there and was intending to return to Patagonia and spend the next sealing season. We visited several harbors among the Islands generally finding plenty of game, Hogs Geese Rabbits and Ducks of several kinds we also killed some Foxes for their skins which were good for Caps. Thousands of Rooks fly in the air They are very much like a crow. On the hill we found a great many berries similar to Cranberries and a kind of herb called Matla which made excellent tea. on the tops of the hills there we could see Whales in the ocean some times near the land.

The latter part of August AD 1831, we went into a harbor near Port Lewis but on the opposite side of the Island and the harbor in which we lay was separated from the town by a narrow strip of land a mile or two wide, so one day Capt Carew thought he would make Port Louis a visit. he selected his company the boat was lowered and he went with the following company Mr Coffin second mate Capt Hall Alonzo and Pharoah Hedding and William Henedy they landed on the south side of the Harbor and there left the boat and went on foot to Port Lewis. This was intended to be a friendly visit and we thought they would soon return.

[11] So as I was on deck a little afternoon I saw the boat returning and I went below into the forecabin and said to them that were there the Capt. is coming. In a few minutes the boat came along side and then one of our men came down and in a low tone almost a whisper he said there is some strangers come on board but not the captain and they have guns.

Tom Canada says let us make a rush for them and throw them overboard. No says I keep still we have no arms and they have and if we undertake that we will some of us get hurt.

So we kept quiet and went on deck and found they had possession of the vessel. Their leader was an English man Capt Brisbane and his men was Spaniards and Portuguese and English and I saw one American he was one of the crew of the William. He told me that the William and the Harriet were both taken at Port Lewis. And now Capt Brisbane demands of Mr York our Vessels papers and all our arms and commands the crew of the Breakwater, to be put onto a small Island which was in the Harbor where we were and there to await further orders. Of course we had to obey. So we made preparation to leave the vessel and go on shore with bedding Camp Equipage, and cooking utensils and Provisions to live in camp we knew not how long. But we could not take our chests of clothing so Capt Brisbane consented to let us leave them and said they should not be disturbed.

So we asked him to let us leave one man on board and take care of our chests. He consented and we chose Tom Canada to care of our chests. So Mr York and the steward Mathew Flores and Tom Canada, were left on board and the rest had to leave the vessel and go on to a small Island to stay we knew not how long There we immediately went to work [12] to pitch our tent so that we could have a comfortable shelter which we finished in good time and made ourselves a comfortable shelter for the night and we turned in and rested well till about midnight when we heard the voice of Matthew the steward calling out, Hallo Mr Sutton, we have taken the damed Spaniards and fastened them below and Mr York wants you all to pack up and come aboard as quick as you can all of you. He and Tom Canada had come on the boat for us it was dark they could not see us from where they landed so Mathew turned to the right to look for us and Tom to the left Mathew found us soon after he landed and we hurried and got our things into the boat before Thomas got around the Island and Mr Sutton Says Boys shove off no says I dont leave Canada here on the Island so Mr Sutton concluded to wait awhile for Tom. we waited a few minutes and we heard his voice and he came and we soon pulled along side the vessel and found Mr York in Supreme Command of the vessel and alone on deck. But how did he get it?. During the night Thomas Canada was placed in the Forecabin where four of the guards slept while but one was on deck, pretended to be sick and went aft to get medicine of Mr York who had found a musket which was not given up to Capt Brisbane. So Canada says to Mr York now is your time So Mr York and the steward captured and disarmed the sentinel and Tom Canada went to the forecabin and said the first one that puts up his head I will knock out his brains with a hand spike

The sentinel was made to go below and the hatch put over them and the chain Cable piled on to it and so we found it when we got on board.

[13] Well what shall we do next and what shall we do with our Prisoners? we concluded to put them ashore and get out to sea and steer for home. So we called them up one by one and tied their hands so that they should not get the advantage of us, When the last one a Portuguese came up he trembled like a leaf and cried out no Agwa No Agwa, he thought we were going to throw them overboard but we told him he should not be hurt. we helped them into the boat pulled to the shore helped them on shore threw them a chunk of pork untied one of them and left him to untie the rest and left them and went on board hoisted the boat on deck weighed Anchor and sailed out to sea and to avoid being captured from a pursuing vessel from Port Lewis we steered North Easterly, but we were

not molested by A pursuer. we had A scant supply of wood and water so we had fire to cook but once A day and to be Economical in the use of Water till we could reach some Port where we could get A supply. Thus we left the Falkland Isalands and left our Captain and boats crew prisoners at Port Lewis the authorities there claiming that we were trefspassers on their grounds and to show their great authority they made prizes of the Harriet the William and the Breakwater but the Breakwater escaped as I have shown but what was done with the other two vessels I know not. We continued our course and in A few days passed close by the Island of little Trinidad but did not land.

This Isaland is not inhabited but is said to have Goats upon it. We then steered for Pernambuco, where we might get wood and water. while on our way there we were overtaken with A gale off the coast of Brazil and our vessel was struck by A heavy Sea which lad her on her beam ends on her Larboard side so that her topmast almost touched the water.

[14] We then thought we all would soon go to the bottom, But she gradually righted but the salt in the hold caved to the Larboard side which gave the vessel A ~~lift~~ that way So we took off the after hatch returned the salt to its place and got her again in trim. In this lurch of the vessel the tar barrel which was lashed to the foremast broke its fastnings and hit Daniel OBryen and broke his leg. Mr York bandaged it and cared for him as well as he could but it is A bad place on board A vessel all the time in motion to have A broken limb. Well we met with no other accident and in due time we made the Harbor of Pernambuco. The Harbor was rather difficult to enter and rather small but safe and we entered safely and came to Anchor and lowered A boat and pulled toward A landing place. There A man stood on shore and cried out to us with A loud voice "Make fast to that buoy) Aye, Aye, sir we answered and obeyed. An then looking toward shore we saw that we were not far from A muzzle of A canon pointing toward us which signified that we were then under the Sovereign jurisdiction of the Emyre of Brazil. we soon went ashore and were treated very kindly and soon got A suupply of wood and water looked around the city some visited the American Consuls office and soon prepared to leave for Stonington. It so happened the day before we got to Pernambuco there was A riot in the city and the jail was broken open and the prisoners let loose. Two of them came on board of our vessel to get A passage home with us they were Capttains Adams and Foster of Rhode Isaland who had been imprisoned on the charge of smugling of course we took them and also A man by the name of Benson. Mr York made the hands A present of some Oranges to take to their friends when they should get home.

[15] Pernambuco is about 8 degrees South latitude A climate where there is no winter the land of sugar cane and coffee we were there in September and the smoke from their Sugar Camps could be seen in many places arround in the country.

The city of Olinda is in sight A few miles back of this city. The Peopple are Portugise and we saw more blacks than whites mostly slaves. Well having thus replenished our stores and taken all hands and passengers on board we left Pernambuco and shaped our cours for Stonington and it was some time in september I think the latter part and in about forty days we passed between Montauk point and Block Isaland into Long Isaland Sound and into the Harbor of Stonnington Point from whence we sailed about fourteen months before. I got my chest and things ashore and bid adieu to the Breakwater, and her crew and have seen none of them since except Mr York and Mr Sutton. I went to the Bank in stonington and got my Share of the skins that had been sent home which was seventy dollars, About five dollars per month for the time I was gone, rather small wages but I was glad to get home at any price. Then I went home to my Father ten miles afoot got there in the night to their great surprise as they did not expect me for three or four months.

The next day got my chest home and so my sealing voyage was ended. A few days after I had A call to teach the school at Quiambaug the district joining that at Stonington which invitation I accepted and so instead of spending the Winter of AD 1831 and 32, catching seal on the coast of Patagonia I spent it in the school room and with the good people of Quiambaug.

Written June 29 AD 1896

Daniel W. Lamb At Denver Missouri

Copied By Mrs Julia Lamb

NOTES

- Daniel's "protection certificate", which functioned something like a passport, oddly, was dated September 26, 1832, which would have been almost a year after his return from the voyage. See the [image of that document](#).
- The [New York Evening Post](#) of Thursday, October 27, 1831, carries an account of the return of the *Breakwater* to Stonington and an excerpt from the ship's log about the events in the Falklands.
- See Craig Evan Klafter, "United States Involvement in the Falkland Islands Crisis of 1831-1833", *Journal of the Early Republic*, Vol. 4, No. 4 (Winter 1984). It gives the name of the *Harriet's* captain as Gilbert R.

Davison.

- It is interesting to compare Daniel's list of the crew with the list found in "Records for the Collector of Customs for the Collection District of New London, CT;" Crew Lists of Outgoing Vessels. 1798-1938. M1162/Reel 54: 1830-1878. 1830. MPMRC [Mashantucket Pequot Museum and Research Center]. When they are placed side by side, as in the table below, we see that Daniel W. Lamb is missing from the Customs list, and that one name on the Customs list—Charles S.Kisucks (or Skisucks, or Skesucks)—is missing from Daniel's list. This leads to speculation that Daniel W. Lamb might have signed on under an alias. According to Jason Mancini, of the Mashantucket Pequot Museum and Research Center (personal communication), "Aliases were common in the maritime world so it wouldn't be too surprising, but Skesucks is an Indian surname usually associated with the Pequot or Narragansett tribes." Names in the Customs Records are as I interpret the handwriting. See the [image of the page](#).

Daniel W. Lamb's list			Customs Records list		
Name	Origin	Description	Name	Birthplace	Residence
Daniel Carew	Stonington	Capt[ain]	Daniel Carew	Stonington	Stonington
Oliver York	Stonington	First Mate	Oliver York	Stonington	Stonington
Mr. Coffin	Stonington	Second Mate	Richard Coffin	Nantucket	New London
Robert Sutton	Stoneington	Third Mate	Robert Sutton	Maryland	Stonington
Matthew Flores	the Western Isalands	Steward, a Portuguese	Mathew Lewis	Stonington	New York
Edward Gardner	Rhode Isaland	A Negro	Edward Garcey	Charleston	Charleston
James Freman	Groton	A Negro	James Freeman	East Halldam (?)	East Halldam (?)
Solloman Heding		Cook, a Negro	Soloman Heddy	Groton	Groton
			Charles S.Kisucks	Stonington	Stonington
Moses Brushell	Groton	A Pequot Indian	Moses Brushell	North Stonington	North Stonington
Frank Joseph	Western Isalands	A Portuguese	Frank Jaly	Stonington	Stonington
Horrace Robberts	Rhode Isaland		Horace Roberts	Cranston, R.I.	Cranston, R.I.
Thomas Canada	New York		Thomas Cannady	Philadelphia	New York
Edmund T. Irvin	New York		Edmun P. Ervin	New York	New York
Alexander Pollins	New York		Alex Collins	New York	New York
___ Duryea	New York	Carpenter	Isaac Deyer	New York	New York
Daniel O'Brian	New York		Daniel O'Burr	New York	New York
Robbert Allison	New York		Robert Allen	Baltimore	New York
Alonzo Hedding	Groton	Negro	Alonzo Headely*	Groton	Groton

*Alonzo H. is one of the five crew members from the schooner *Free Gift* taken aboard after this ship was declared unseaworthy and burned at sea. His name appears in fainter ink and may have been added after the *Breakwater's* return to Stonington. The other four men from the *Free Gift* may have been recorded on the following page.