On the twenty-first day of January in the year of our Lord one thousand eight hundred and sixty-seven before me, John H. Adley, Master of the vessel called the "Christopher Hall," of Yonkers, N.Y., Master of and in the port of New York, and his agent, and in the said ship, a vessel of two hundred tons, from New York to land at the port of New York, on the seventh day of January, in the month and year aforesaid, and as near as could be ascertained, the said ship had gone back and forth five times and was in a moderate and variable weather on the voyage; when on the eighth day of January the vessel was finally joined by the said ship in the port of New York, and on the eighteenth day of the same month, it was stricken with the said ship a distance of twenty-five miles to the westward of Africa, and five miles to the land, when the said ship struck the order for the boats to be put in the water and set sail, and with great difficulty with his officers and crew to leave the said ship to go to the land, as the said ship was struck heavily, and to enter this note of blank accordingly to receive and avoid him hereafter of your order as his master.

John H. Adley
Master

Attested,

James M. P. W.
U.S. Commissary

Commercial Agency of the United States of America
Port of Africa, Navigation Islands
January 21st, 1867
By this public instrument of declaration
and protest, it is known and made manifest
unto all to whom these presents shall come or
may concern, that on the twenty-first day of
January, one thousand eight hundred and
eighty-six, before me, Jonas H. New, Clerk
of the United States of America for the
District of Columbia and the dependencies
therein, personally came and appeared John
H. Adlin, Master of the ship so called
"Cresta," and James West, the
lumber of 650 tons or thereabouts, now being
manifested to be of the said ship, and said
lumber of 1200 tons, or thereabouts, to which
the said vessel was bound for the
provisions and stores aforesaid, and entered
with me, the said New, his protest for the
provisions and stores aforesaid, as
hereafter mentioned, and now on this day the
twenty-first day of the date hereof, before me, the said
New, again came the said John H. Adlin and
agreed to and executed this protest, and agreed
with the said John H. Adlin also, as
Rhett, correspondent, M. Black and Carpenter, Michael
Vielan
Grand Master, and before losing the said
ship, all of whom are to be heard thereon
in the said vessel called "Cresta," the said
grand master, and the said said
Vielan, and the said Edw. Black, and the said
Carpenter, well and duly bound in the same manner,
and date and seal as follows, that is to say,
That these appearers on the twenty-first
day of December 1867 in their capacities
agreed, to and with the said ship
"Cresta," as bound to the port of London, and laden with
sawmill
and bound to the port of New York, where
that the said ship was then light, launched,
and strong, had her cargo well and sufficiently
New and Secured. The crew hatches well closed and secured, was well and efficiently manned, and soon set to work all things useful and necessary for a course in the Merchand Service, and particularly for the voyage. She was about 20 cables, from the town of Otaheite, to the Southward, and we experienced pleasant and favorable weather until we sighted Upupa, one of the Mangalu Islands, when we had equally and variable winds.—In the morning of the 15th of January 1857, we discovered land bearing South west. The ship's head was west immediately, hauled up for the land, which was discovered, but could not see any harbor, as the first named defendant concluded, it was further to the westward, therefore the ship's head was lead west, North west along the land until night came on, and then stood off and on for the night, but equally and thick weather.—On the morning of the 16th of January, land still in sight and stood off again for the land within five miles and 700 feet, past nine o'clock A.M. sent a boat to the shore to make inquiries where the master of Upupa was, as it was the first named defendant's intention to land on, and in the harbor Upupa, for water and other supplies; in the meantime while the boat was on shore, the first named defendant got rigging to make the exact position of the ship and she proved to be twenty five miles to the westward of Upupa, having left twelve o'clock A.M. the boat returned to the ship and immediately on becoming the land, headed the ship to the Southward and Eastward, at one o'clock P.M. the ship struck a ledge of rocks and no breakers or sand to be seen, and on the sea bordering the land, then at a distance of about four miles to the
Eastward and Southward, and the side of beach on which the ship struck, not laid down in the ship's chart. — The ship rolling down heavely, the boats were sent in the said, and the first-named defendant, with his officers and crew proceeded to the shore.

On the morning of the 20th the ship had shifted more into the reef and had sunk by the stern to the middle of mast, cross ways and the bow of the ship just above water. — One of the ship's boats with a crew went off for the purpose of saving what they could, but it was found that nothing could be saved and the boat returned again to the shore.

And thereupon, upon their oath aforesaid, do further declare and say, that during the said voyage, the master with the other of the said ship's company used their utmost endeavors to preserve the said ship and cargo from all manner of loss, damage or injury.

Whereas the said John H. Bell, Master, hath Protested and doth protest, if the said himself, at his special instance and request, do positively and solemnly protest against all and every person and persons whom it shall or may concern and against the funds and receipts and billows of the said and against all and every accident, matter and thing had and work with as aforesaid, whereby and by reason whereof the said ship or cargo already lay or hereafter shall appear to have suffered or sustained damage or injury. — And do declare that all mists, damages, costs, charges and expenses that have happened at the said ship or cargo or to both, are and ought to be borne by those to whom
the same by right was excepted by way of
average of otherwise. The same having occurred
as before mentioned and not be or through the
indeficiency of the said ship, her Master or
appurtenant to the said vessel and 1/10th of this as appears
and of some or one of his owners.

The said ship was lost in the port
of Arabia, the twenty first day of January
in the year of our Lord one thousand eight
hundred and thirty seven.

In Testimony Whereof these appearers
have hereunto subscribed their
names and the said owners have
granted to the said Master this
public instrument under my
hand and the seal of this
Commercial House, to serve and
aid him and all others whom
it may or may hereafter need
and occasion may require.

[Signature]

John [illegible]
Wm. [illegible]

John [illegible] Master
Barclay C. [illegible] 1st Mate
C. [illegible] Scurry 2nd Mate
W. [illegible] [illegible] Carpenter.
Michael Yelans [illegible]
Frank Watson [illegible]
[January 21st
1867

On this twenty first day of January in the year of our Lord, eighteen hundred and sixty seven before me Jonas M. Coe Consul of the United States of America for the Navigators Islands and the dependencies thereof, personally appeared John H. Addy Master of the Ship or vessel called the “Christopher Hall” of Dennis Mass. of the burden of 650 tons or thereabouts and declared that on the twenty six day of December last past he sailed in and with the said ship from Howlands Island laden with Guano, and arrived in the said ship at the Navigators Islands on the 18th day of January 1867 and having experienced moderate and variable weather on the voyage; when on the 18th day of January he sailed past the port of Apia going to the westward and on the 19th of same month, he struck with the said ship a ledge of rocks at 1. o'clock P.M. twenty five miles to the westward of Apia and five miles or thereabouts from the land; when the said ship struck he ordered the boats to be put in the water and he had with great difficulty with his officers and crew to leave the said ship to go to the land, as the said ship was rolling heavily;

hereby enters this Note of Protest accordingly to serve and avail him hereafter if found necessary.

John H. Addy
Master

Attested:  Jonas M. Coe
U. S. Comel. Agent

[3 blank pages, then a new sheet with narrative:]

[January 25th
1867

By this public instrument of declaration and protest be it known and made manifest unto all to whom these presents shall come or may concern that on the twenty first day of January, one thousand eight hundred and sixty seven, before me Jonas M. Coe, Consul or the United States of America for the Navigators Islands and the dependencies there of, personally came and appeared John H. Addy, Master of the ship or vessel called the “Christopher Hall” of Dennis Mass of the burden of 650 tons or thereabouts then lying on a ledge of rocks off the island Upolu laden with Guano cargo, who duly noted and entered with me the said Consul his protest for the uses and purposes hereafter mentioned; and

47  Apia is a major city on Upolu Island, Western Samoa, at about 172° W. long., 14° S. lat.
48  The Navigators Islands are now the Samoan chain of islands, now, particularly, Western Samoa.
49  Howland’s Island is in the Pacific, just north of the equator, at about 172° W. long., 2° N. Lat.
now on this day to wit, the day of the date hereof, before the said Consul again comes the said John H. Addy and requires me to extend this protest; and together with the said John H. Addy also come B. C. Howes 1st Mate, O. B. Sears 2d Mate, W. Blockland Carpenter, Michael Tolan Frank Hanson, of and belonging to the said Ship, all of whom being by me duly sworn on the Holy Evangelists of Almighty God, did severally, voluntarily, freely and solemnly declare depose and state as follows, that is to say: That these appeares on the twenty six day of December 1866 in their capacities aforesaid, sailed in and with the said ship from Howlands Island laden with Guano and bound to the port of Woods hole U.S.; that the said ship was then tight, staunch, and strong; had her hatches well calked and covered; was well and sufficiently manned victualled and furnished with all things needful and necessary for a vessel in the Merchant service and particularly for the voyage she was about to undertake; That on leaving Howlands Island we experienced pleasant and variable weather until we sighted Upolu, one of the Navigators Islands, when we had squally and variable winds. On the morning of the 18th of January 1867 we discovered land bearing South west, the ship heading west, immediately hauled up for the land, which was soon made but could not see any harbor, as the first named deponent concluded, it was further to the westward, therefore the ship was headed west north west along the land until night came on, and then stood off and on for the night, but squally and thick weather. On the morning of the 19th of January, land still in sight and stood in again for the land within five miles and at half past nine oclock A.M. sent a boat to the shore to make inquiries where the harbor of Apia was, as it was the first named deponents intention to so to anchor in the harbor Apia, for water and other supplies; in the meantime while the boat was on shore, the first named deponent got sights to know the exact position of the ship and she proved to be twenty five miles to the westward of Apia harbor; At twelve oclock A.M. the boat returned to the ship and immediately on securing the boat, headed the ship to the Northward and Eastward. at one oclock P.M. the ship struck a ledge of rocks and no breakers or surf to be seen except on the reef bordering the land, then at a distance of about five miles to the Eastward and Southward, and the ledge of rocks on which the ship struck, not laid down on the Ship’s charts. The Ship rolling very heavily, the boats were put in the water and the first named deponent, with his officers and crew proceeded to the shore.

On the morning of the 20th the ship had drifted more into the reef and had sunk by the stern to the mizen topmast cross trees and the bows of the ship just above water. – one of the ship’s boats with a crew went off for the purpose of saving what they could, but it was found that nothing could be saved and the boat returned again to the shore.
And these Appearers, upon their oaths aforesaid, do further declare and say; That during the said voyage, they together with the others of the said Ship’s company used their utmost endeavors to preserve the said Ship and cargo from all manner of loss, damage or injury.

Wherefore the said John H. Addy, Master, hath *Protested*, as by these presents, I the said Consul, at his special instance and request, do publicly and solemnly *Protest* against all and every person and persons whom it doth or may concern and against the winds and waves and billows of the seas and against all and every accident, matter and thing had and met with as aforesaid, whereby and by reason whereof the said ship or cargo already has or hereafter shall appear to have suffered or Sustained damage or injury. – And do declare that all Losses, Damages, Costs, Charges, and Expenses, that have happened to the said ship or cargo or to either, are and ought to be borne by those to whom [over page] the same by right may appertain by way of average or otherwise, the same having occurred as before mentioned and not by or through the insufficiency of the said ship, her tackle or apparel or default or neglect of this appearer his officers or any of his Mariners.

This done and protested in the port of Apia this twenty fifth day of January in the year of our Lord one thousand eight hundred and Sixty Seven.

In testimony whereof, These appearers have hereunto subscribed their names and I the said Consul have granted to the said Master this public Instrument under my hand and the Seal of this Commercial Agency to serve and avail him and all others whom it doth or may concern as need and occasion may require.

Jonas M. Coe
U. S. Comel. Agent

[Signed:]

- Barnabas C. Howes  1st Mate
- Obadiah B Sears  2nd Mate
- W. Bleshand.  Carpenter.
- Michael Tolan  Seaman
- his
- Frank X Hanson  “
- mark

[Other notes say “July 1 1867  J F K Secy” and “Mercantile Ins. Co. July 6 / 67”]