

have been done at sea - that there were materials on board for the purpose - and that he himself with ten Seamen could have put her in a state, in a few hours, to proceed to any Port to the South of the Equator.

Mr. W. J. Head, Lieut. of the Morgiana, makes the Oath that, on the 11th of August, he was sent by Capt. Strong to endeavour to bring off, from Petit Bassa the Capt. of the Schooner, with a view that he might have an opportunity to give reasons why she should not be brought away; but could not succeed.

The declarations of the two Mates, and the Boatswain belonging to the Schooner N. S. de la Regla, will go for very little; as it cannot be supposed that they should criminate themselves; they alledge that she put into Petit Bassa to repair her damages, but they were forced to allow, that a Negro had been brought on board at that Place, they could not however say whether he was or was not a Slave.

J. Millet, the Second Mate allows that, before the Schooner reached Petit Bassa, the Dry Goods were opened and arranged in the Cabins.

Mr. Seymour, the Harbour Master and Pilot - a Person conversant in Shipping and well acquainted with

with Petit Bassa, having frequently been there, 72 and Mr. Simmons the Shipwright were Commissioned, by the Court, to go on board the N. S. de la Regla and examine into her Situation, as to the damages which, the two Mates and the Boatswain alledge she had sustained. Mr. Seymour makes Oath that the damages in question, were not such as to make it at all necessary to put in any where to repair - that Petit Bassa was not a Place where any repairs could be made; and moreover that the repairs might easily have been done at sea, there being sufficient materials on board for that purpose. Mr. Simmons corroborates on Oath, the whole of Mr. Seymour's Statement, except that of Petit Bassa not being a Place fit to repair in - to this he could not speak, never having been there.

The following is the Case of the Schooner N. S. de la Regla, Santiago Mazana, Master.

This Ketch was ^{fitted} out at the Havannah and furnished with a Royal Passport, and with all the other requisite Documents in due form, for a Trading Slave Ketch going to the South of the Equator.

She was captured on the 10th of August.

1819

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that his cause could not be defended. And, under all the circumstances of the case, I feel myself bound to declare it as my decided opinion that the N. S. de la Regla was engaged in an illicit Traffic in Slaves. if my opinion is erroneous I am happy to think it will be set right by those of more experience and better judgement - by my colleagues - but I feel no diffidence in the decision which I am about to pronounce, namely, that the Vessel and Cargo ought to be condemned.

Thos Gregory

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