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<b>Reference</b>	IOR/L/MAR/A/XLII
<b>Date(s)</b>	5 Mar 1625-19 Oct 1626 (CE, Gregorian)
<b>Written in</b>	English in Latin
<b>Extent and Format</b>	1 volume (59 folios)
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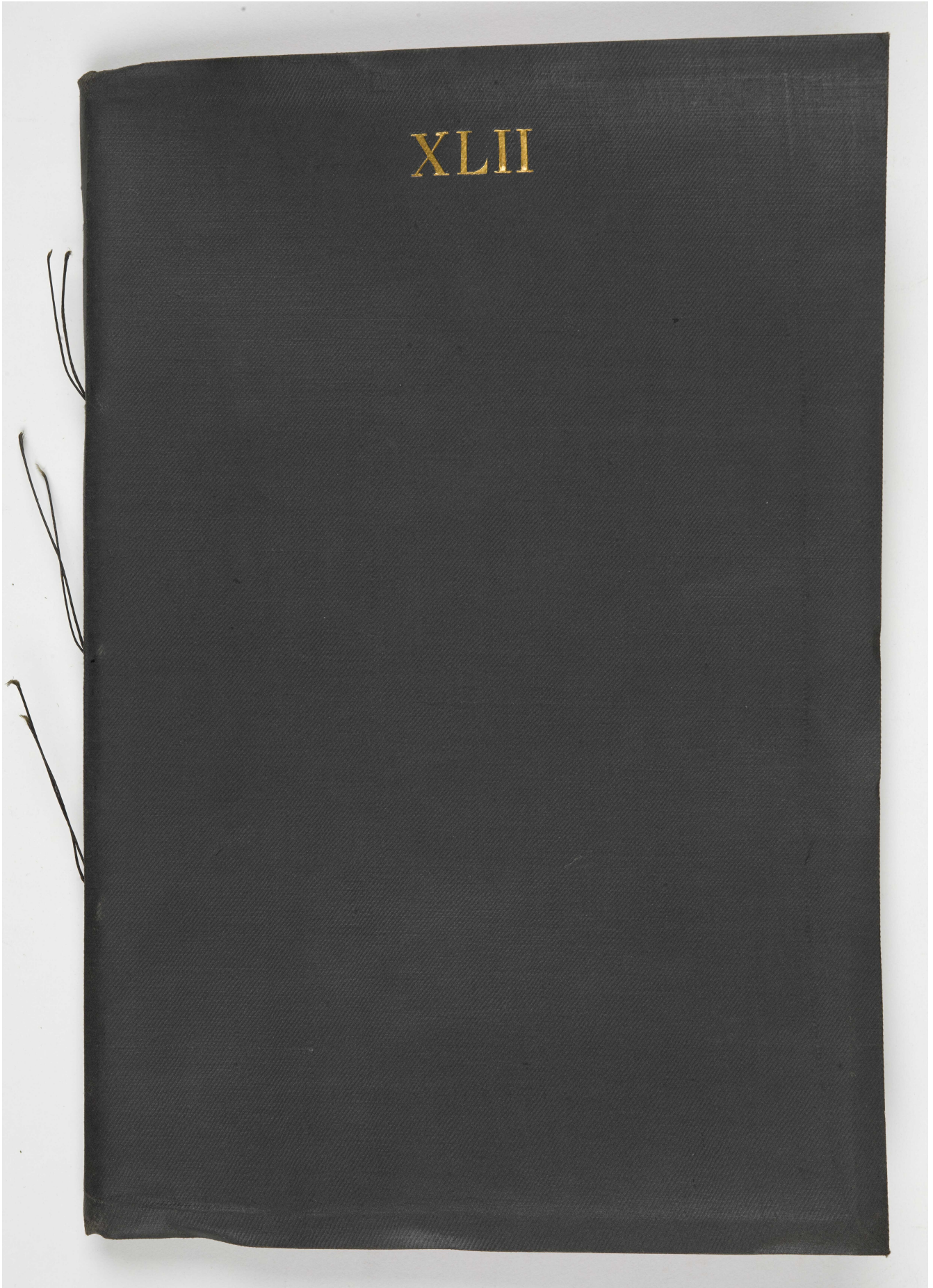


#### About this record

Journal of the voyage of the East India Company ship the *Falcon* from England to Surat and Bantam (Captain Francis Pinder/Nicholas Norbury). The *Falcon* departed from the Downs in March 1625 and the journal covers the ship's visits to a number of destinations including the following (dates are those of arrival): 2 August 1625, Saint Lawrence [Madagascar]; 16 August 1625, Johhana [Anjouan]; 19 November 1625, Surat; 13 December 1625, Gombroone [Bandar-e 'Abbās]; 6 June 1626, Cape Bona Sperance [Cape of Good Hope]; 5 July 1626, Saint Helena; October 1626, Surat.

The main part of the journal is a log book containing daily entries (although not for every day of the voyage) in six columns: Month, Knots, Fathoms, Course, Winds, Variation with six days to view on the verso folio with notes corresponding to those six days on the recto folio. When the ship is at anchor the entries consist of remarks only. Information provided by these notes includes observations of weather and currents, sightings of land or other vessels, employment of the crew, and other miscellaneous remarks.

The entries are dated according to the Julian calendar.





Falcon: Journal [spine] (3/122)

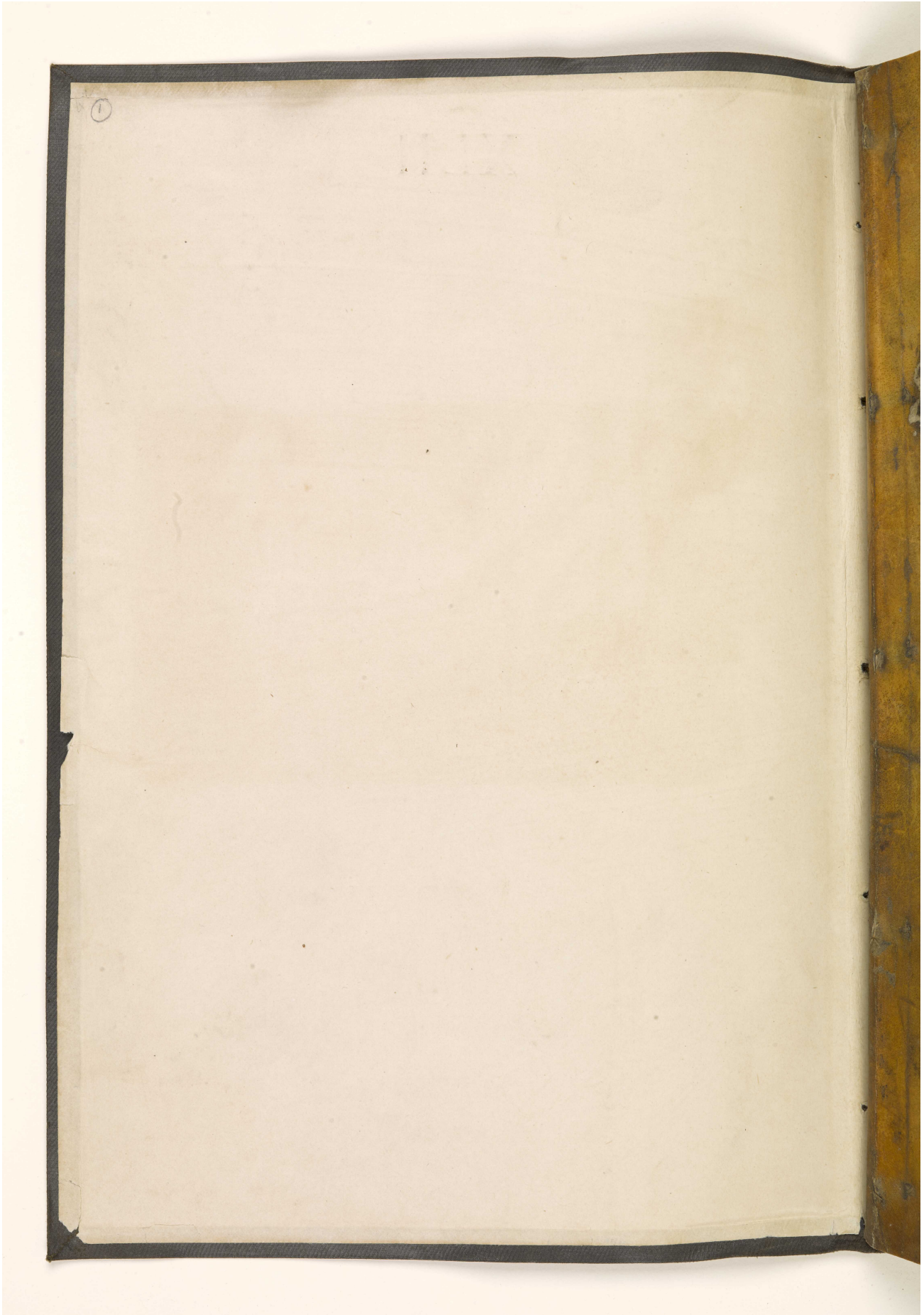


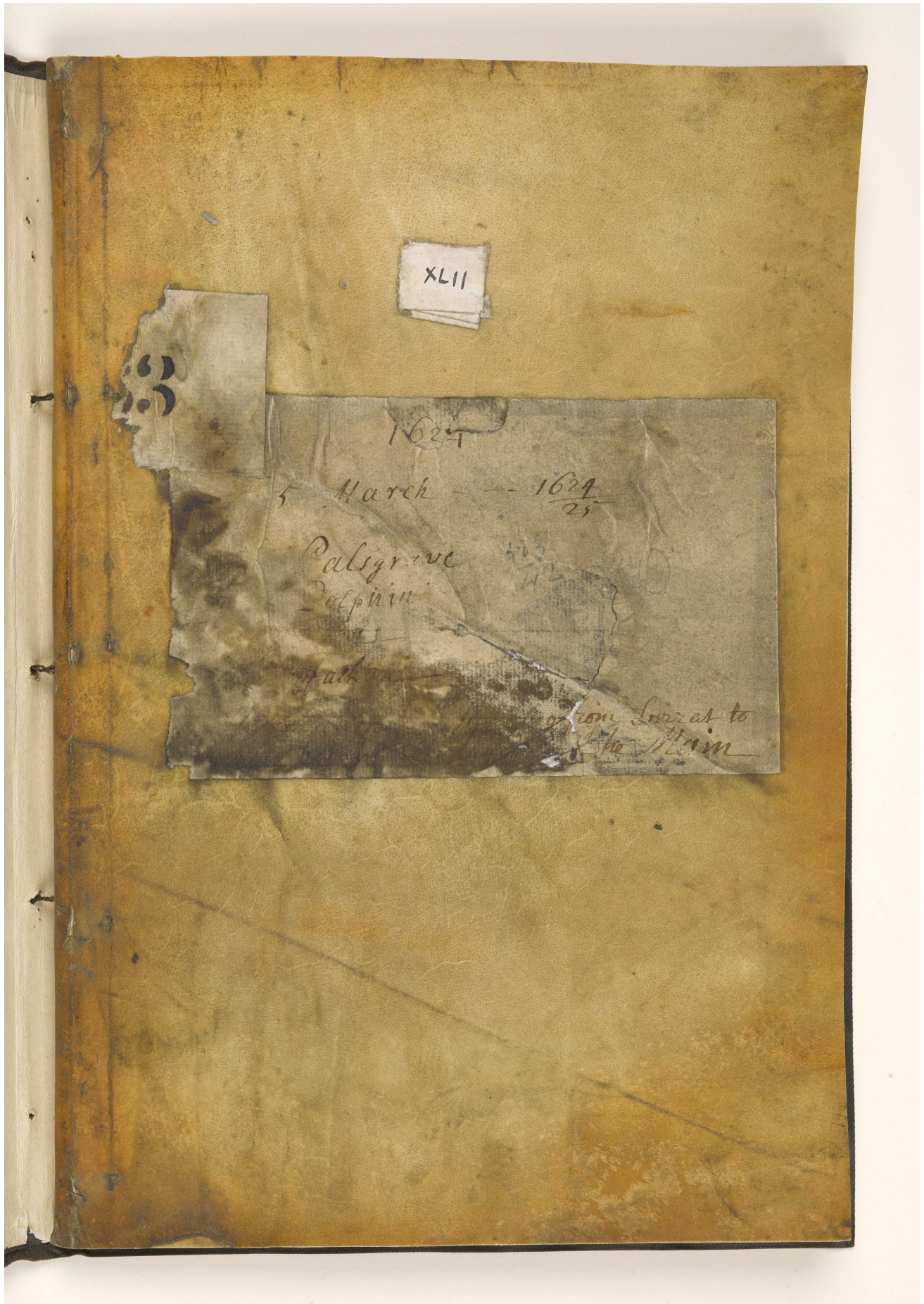


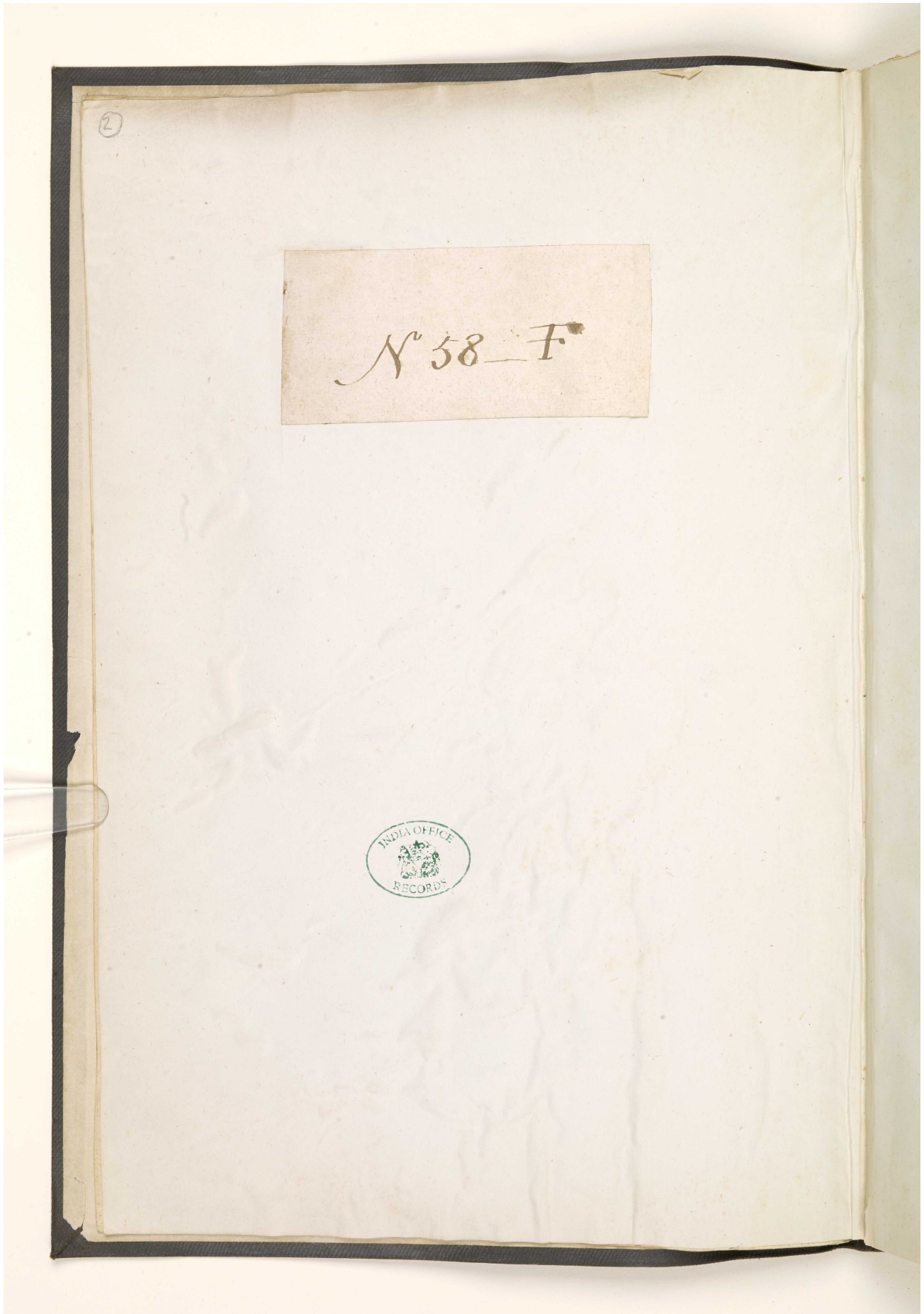


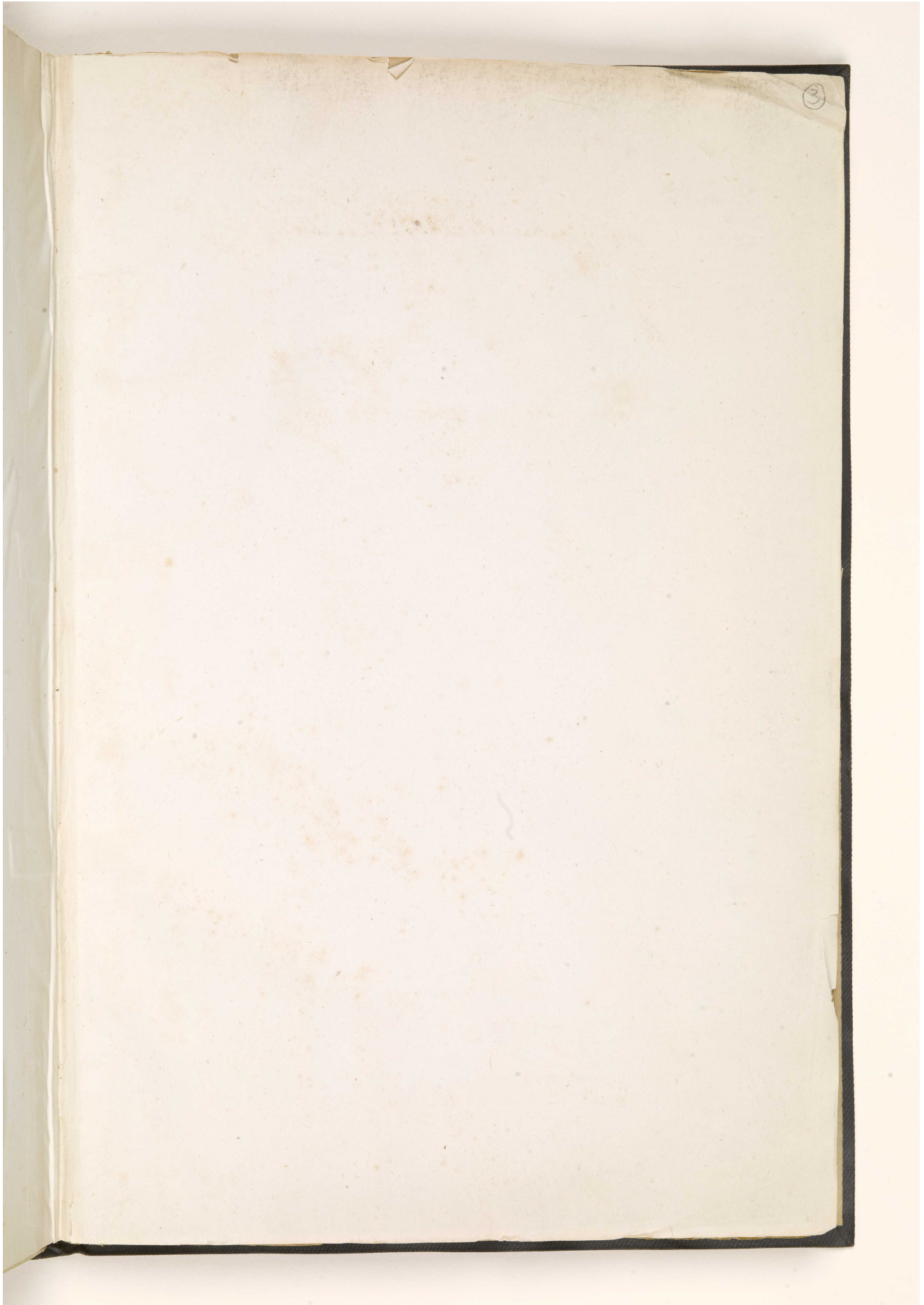
Falcon: Journal [tail] (6/122)

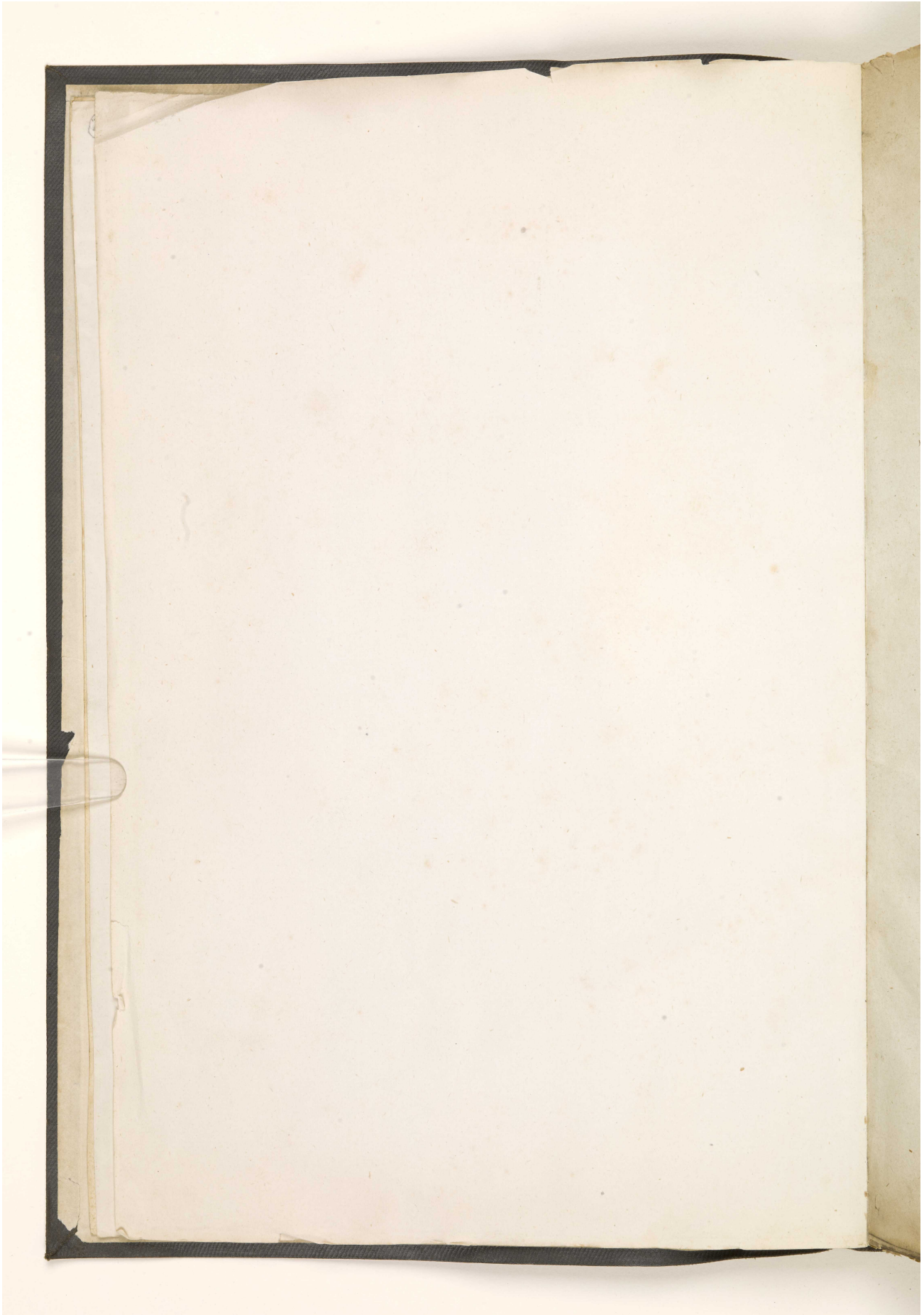


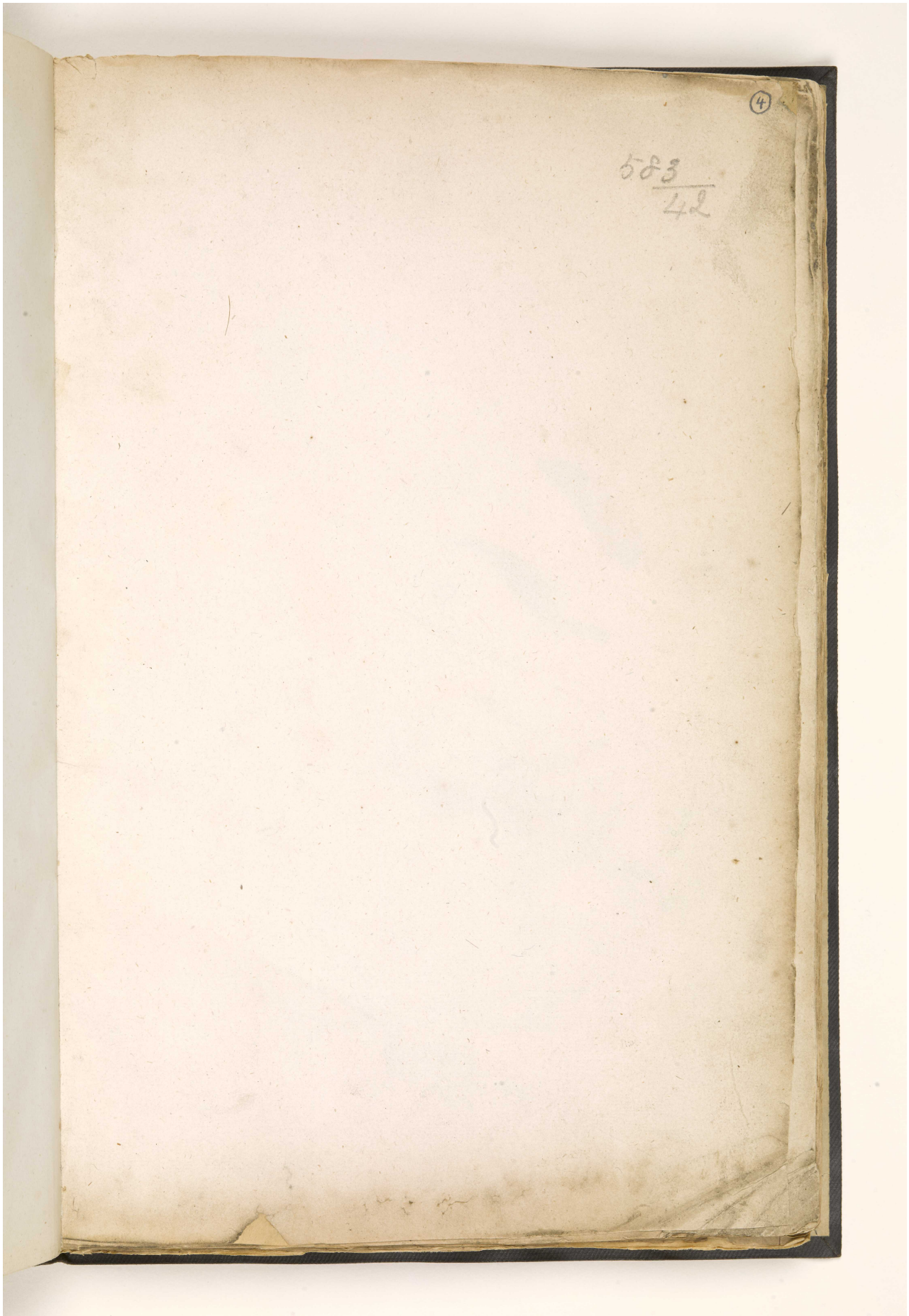


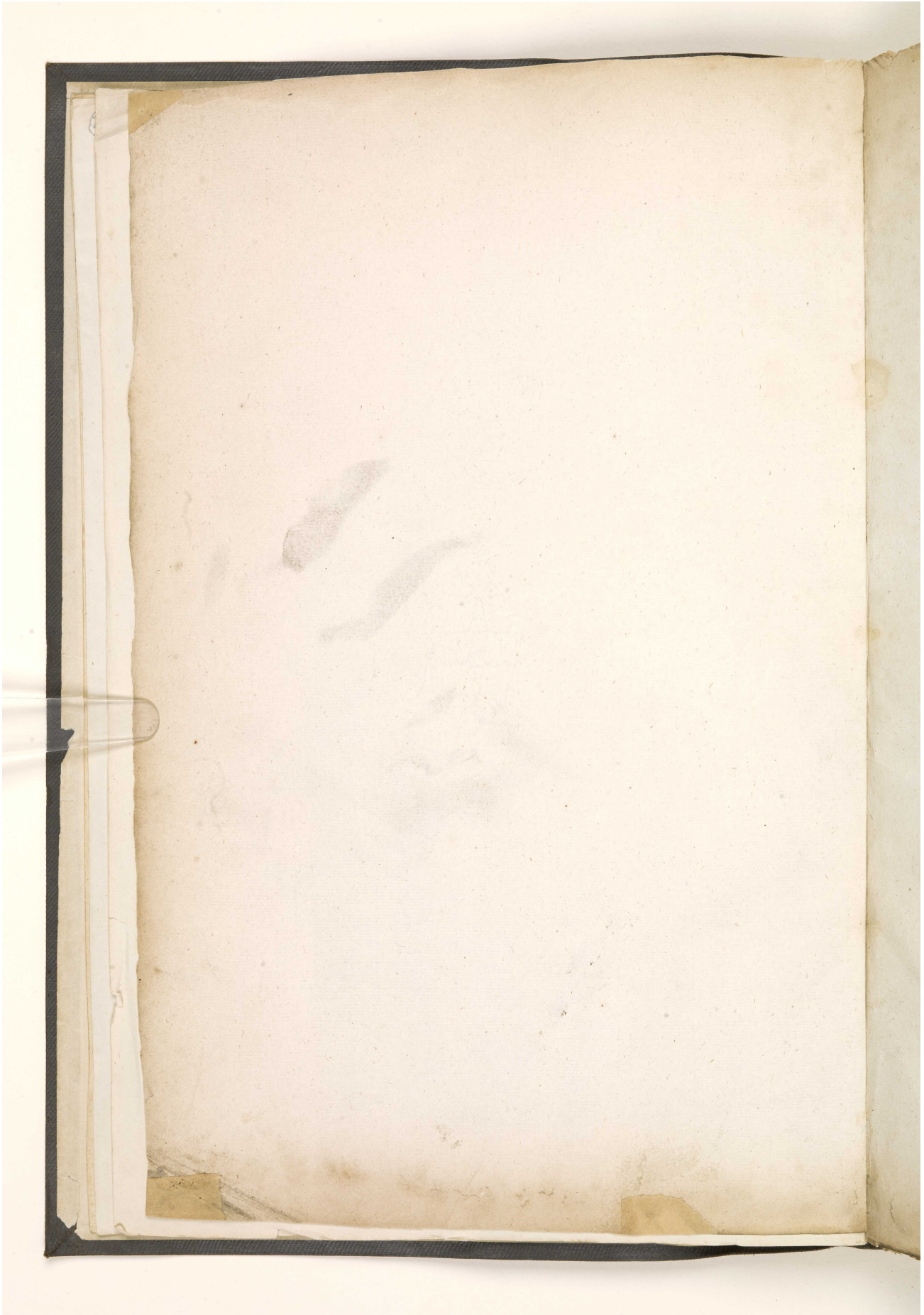


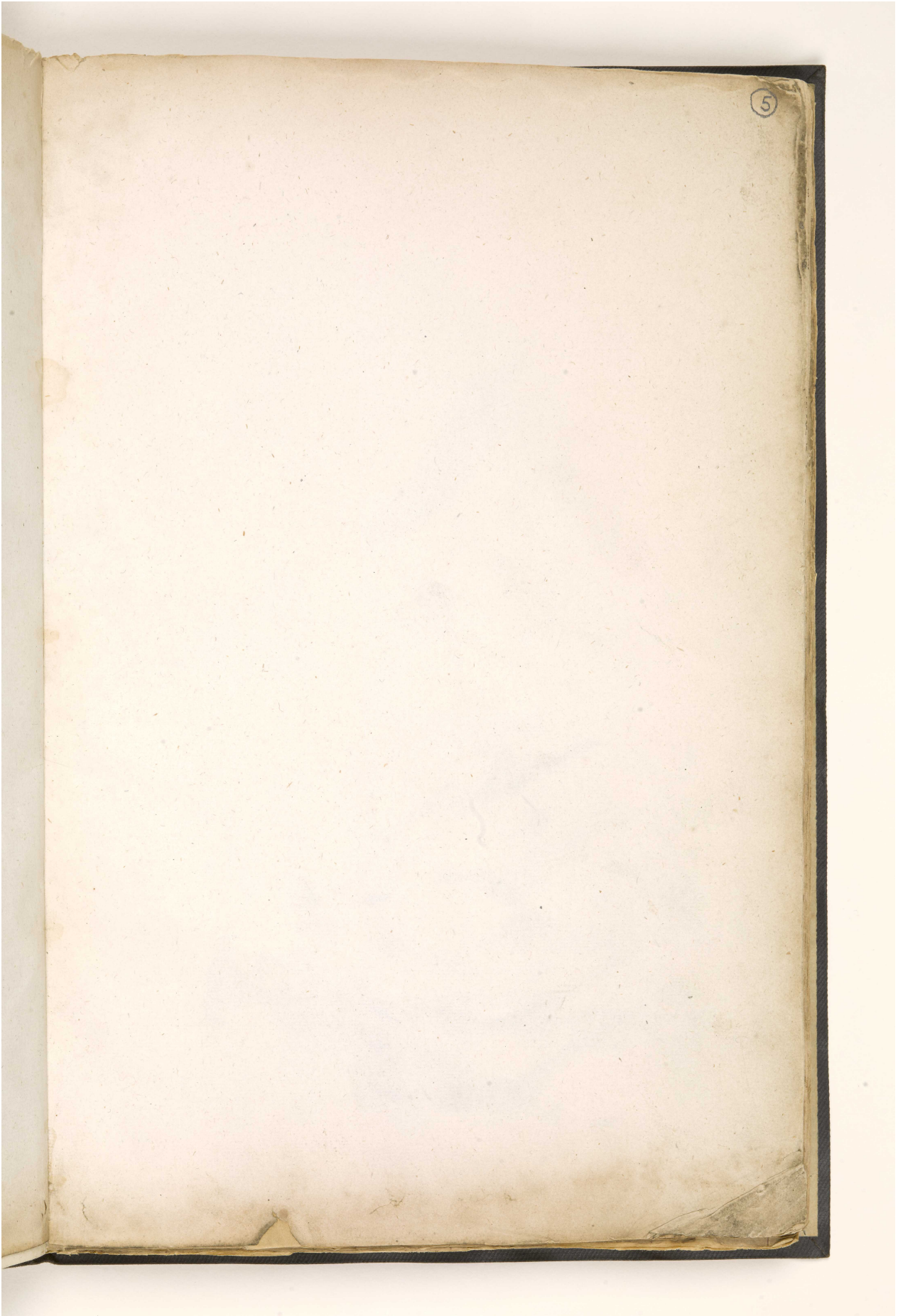


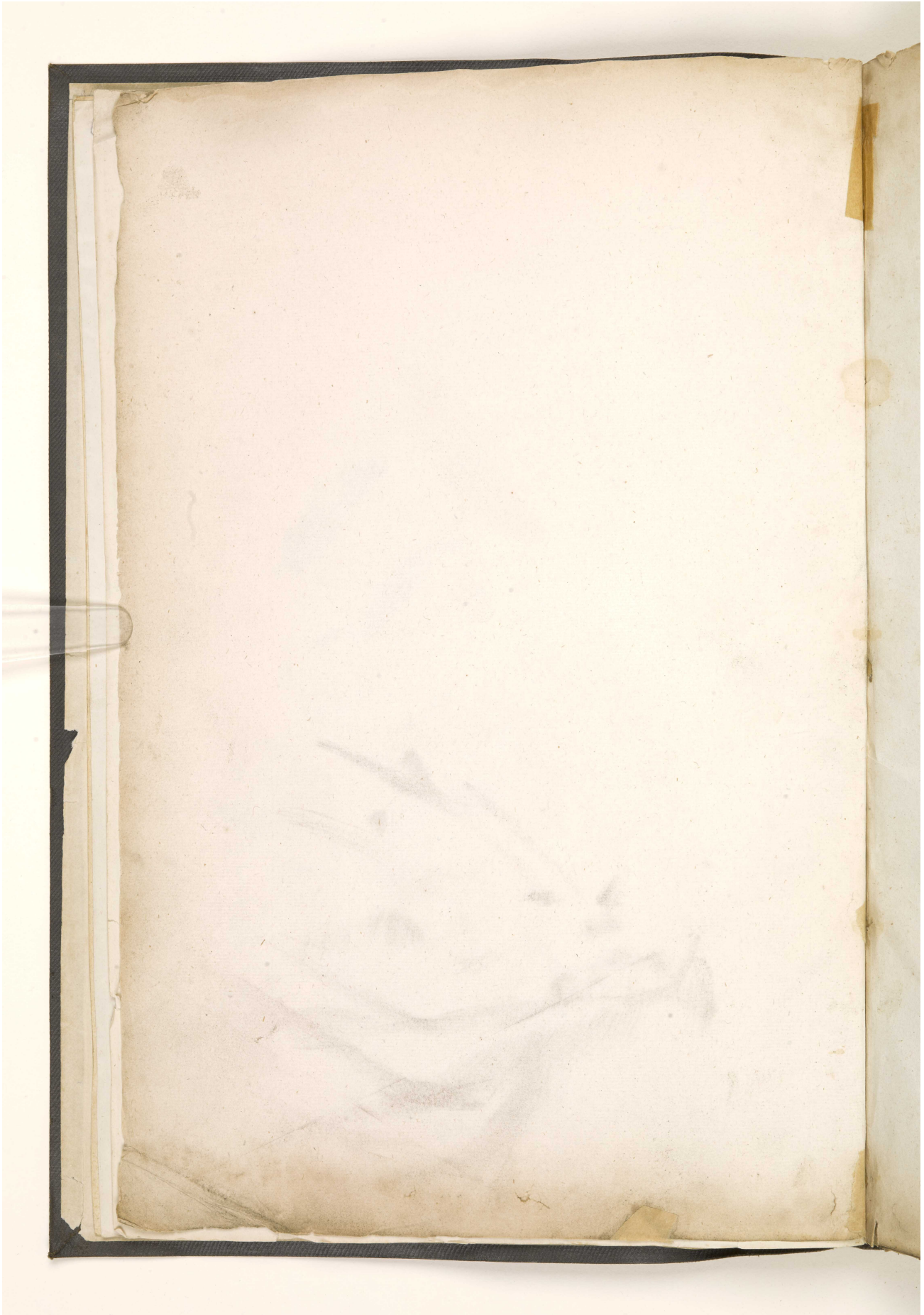


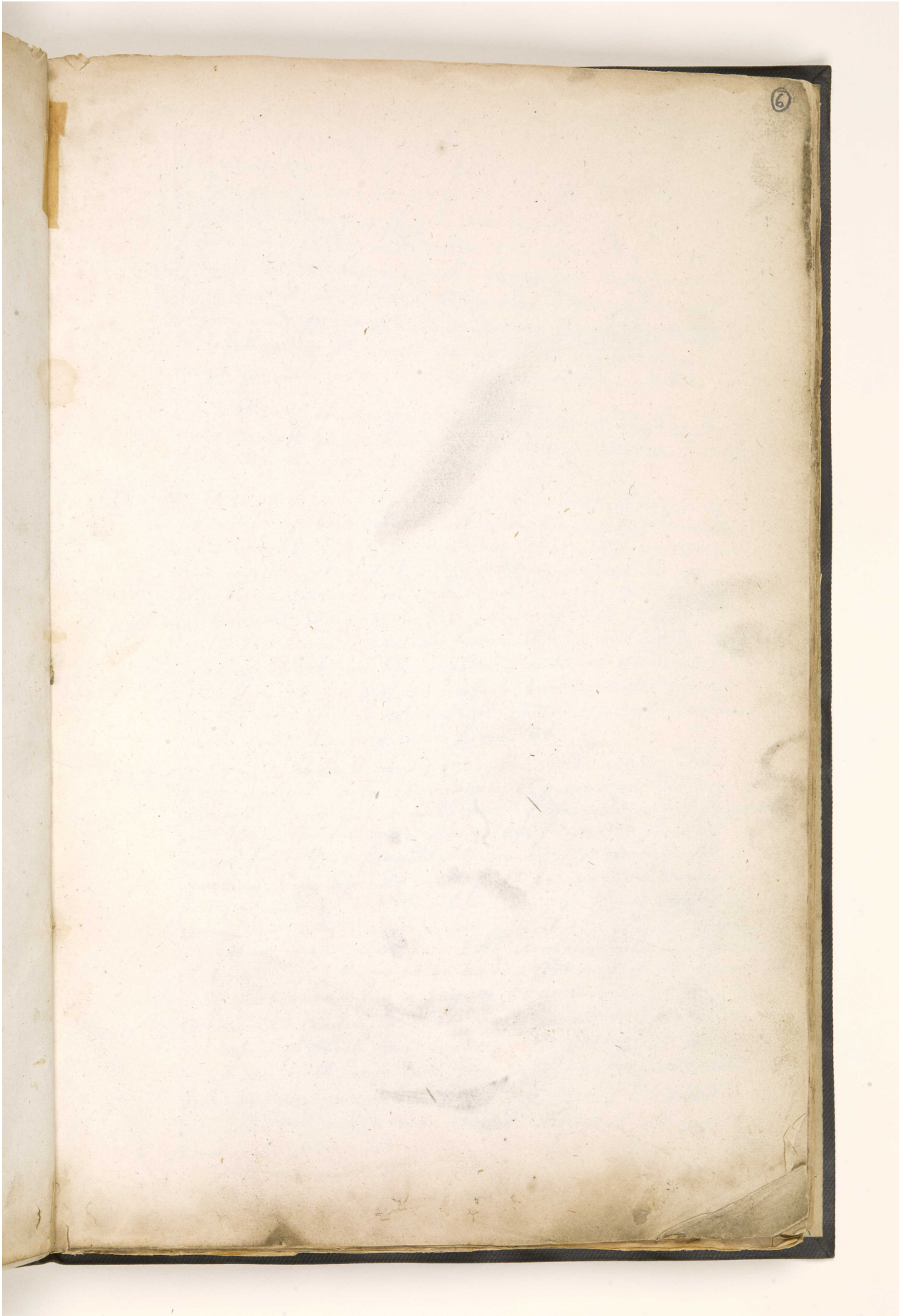


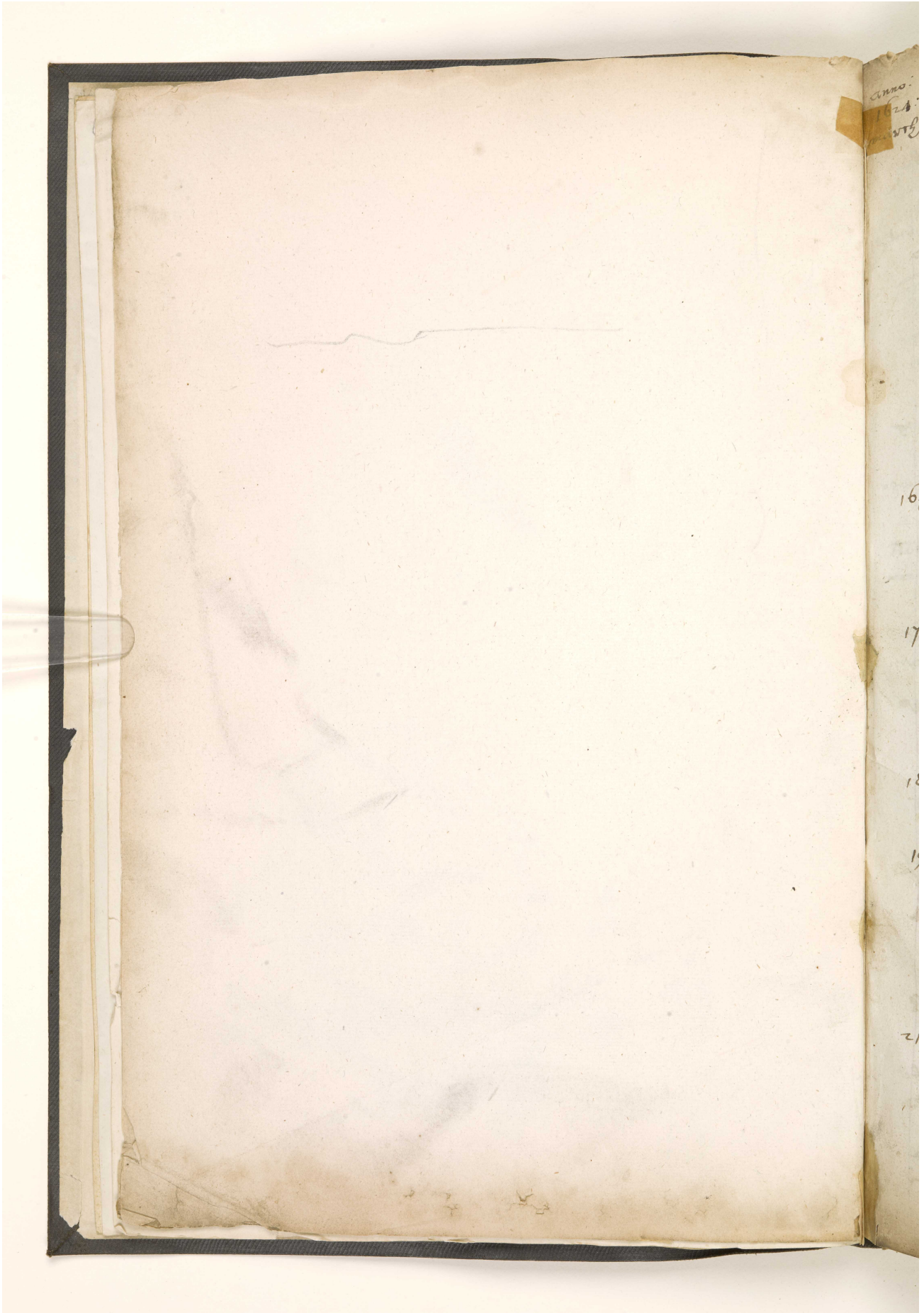












Anno.  
1624  
March 17

The almightie prosper this following Intaunce  
voyage set out at the charge of the Right Hon: Honable  
Right worship and worshipfull Justice of the King  
the which the Lord Jesus protect and his blessing  
to his glorie. our Employour benefit and good of the  
Employed: being 4 ships namely the Gallies Dolphin  
Lyon and falcon all under the command of Captaine  
Blott in the Gallion will being his Vice Admirall in the  
Dolphin and in Richard Swanley Rear Admirall in the  
Lyon and Fraunce's Gallions in the falcon which proceeding  
this following discourse written with his own hand will  
express at near as god permit his abilitie to perform

On the 5th of March the Company of these 4 ships entered  
into wholl paye but it was the 16th before our saile  
from Tilbury as followeth

16th) The 16th of March set saile from Tilbury anno 1624:  
about 12 of the clock at noon having the wind at S.W.  
and came to the S.S.E. pling down the river on the  
same night at 7 of the clock we came to anchor near  
the howe bottom in 13 fathom depth riding untill 6

17th) of clock the 17th in the morning and then set saile  
with the wind variable from the west to the north and  
by 5 of clock in the after noon it came to the point  
and to the S.E.E. at which time we anchored between  
the east end of the Gunflott and the east barrow the  
west land bearing n.w. from us

18th) The 18th set saile with the wind at W.S.W. and ran  
E.S.E. nearest into 28 fathom the north end of the  
pointe of the fort from 5 mill west from us as I suppose  
and the forland S.W.S. from 7 leagues from us so on the 19th we

19th) wayed from the southward with the wind at S.S.W.  
making low boards and first to anchor under the  
buttor end of the knots in 15 fathom depth having  
voyalant winds and raine so that the ships drove in  
2 shot of cables with his best anchor into 6 fathom depth  
that night so I know it to be the footing of the knots and  
judg the forland from 5 leagues S.S.W. from us this storm

21st) continued untill the 21st with voyalant variable winds  
but at 10 of clock we wayed the south end of the knot  
3/4 of a mill from us soon after the forland and it  
bore by compass as before said having the wind W.N.W.  
at 10 of clock when we wayed and by 6 at night we  
came and anchored in the haven in 7 fathom and  
saluted our King's ships with 3 peeces in evening  
coming into the haven after did the like

Anno. 1624.

March

22<sup>th</sup>

Chis 22<sup>th</sup> the wind at w.n.w. about 9 of clocke  
in the morn the Pallgrau and Dolphin wind  
in the downe whom in Swanly and my selfe  
after salutation with 3 porob from oth<sup>r</sup> ship went  
unto the Pallgrau to our Comander Capt.  
Emhardt byt who forthwith went on shore and  
in wills in Swanly and my selfe unto som of  
our Maifest being so requyred. Wher being after  
som conference andid they requyred our Comander  
on the 23<sup>th</sup> which was performed and after  
our Comander and oth<sup>r</sup> of us went aboard having  
had w. and w.n.w. with w.s.w. winds  
the 24<sup>th</sup> it being Coronation daye shot 3 porob. winds w.s.w.  
at w and w.s.w

Anno. 1625.

March 25<sup>th</sup>

Chis 25<sup>th</sup> 26<sup>th</sup> 27<sup>th</sup> the winds from w. to n.w. variatt  
the 28<sup>th</sup> the winds from the n.e. to the s.e. and n.w. with rain  
the 29<sup>th</sup> a storm at s.w. and s.s.w. in which our bott.  
with mast sayle and oars with hater and grapple  
and ax lost at Starke with the loss of man ship and  
bott in the downe whose goods stode 3 dayes after  
we wmd oyle and still most lamentable to behold.  
the 30<sup>th</sup> fayer weather with variable winds at w and w.s.w. w.  
the 31<sup>st</sup> a great storm beginning at 2 of clocke in  
the after noon with rain and n.e. and n.w.  
winds it continued untill the first of April  
at on of clocke in the after noon and then the wind  
cam to the w.s.w. with much rain.  
the second Indifferent weather with w. and s.s.w. winds  
the third mistie weather with west and n.w. winds  
the 4<sup>th</sup> and 5<sup>th</sup> variable from southe to the w.n.w. with giste  
the 6<sup>th</sup> at 2 of clocke in the afternoon with north and  
north east winds pt sayle out of the downe and ran  
into Spuer and wher we anchored in 14 fathome  
depth at 7 of clocke at night riding there untill  
on the 7<sup>th</sup> in the morning and then waynt having  
littell wind at n.n.w. with which we ran to the  
boor off som 2 leagues from us and then the wind  
cam to the west and went to the west s.w. with  
littell of fayer weather so that we put for the  
downe wher at 7 of clocke at night we anchored  
with all 4 shipp & co.

April

2<sup>nd</sup>

3<sup>rd</sup>

4<sup>th</sup> 5<sup>th</sup>

6<sup>th</sup>

7<sup>th</sup>

Inno: 16.25:

3

8

April:

8<sup>th</sup>

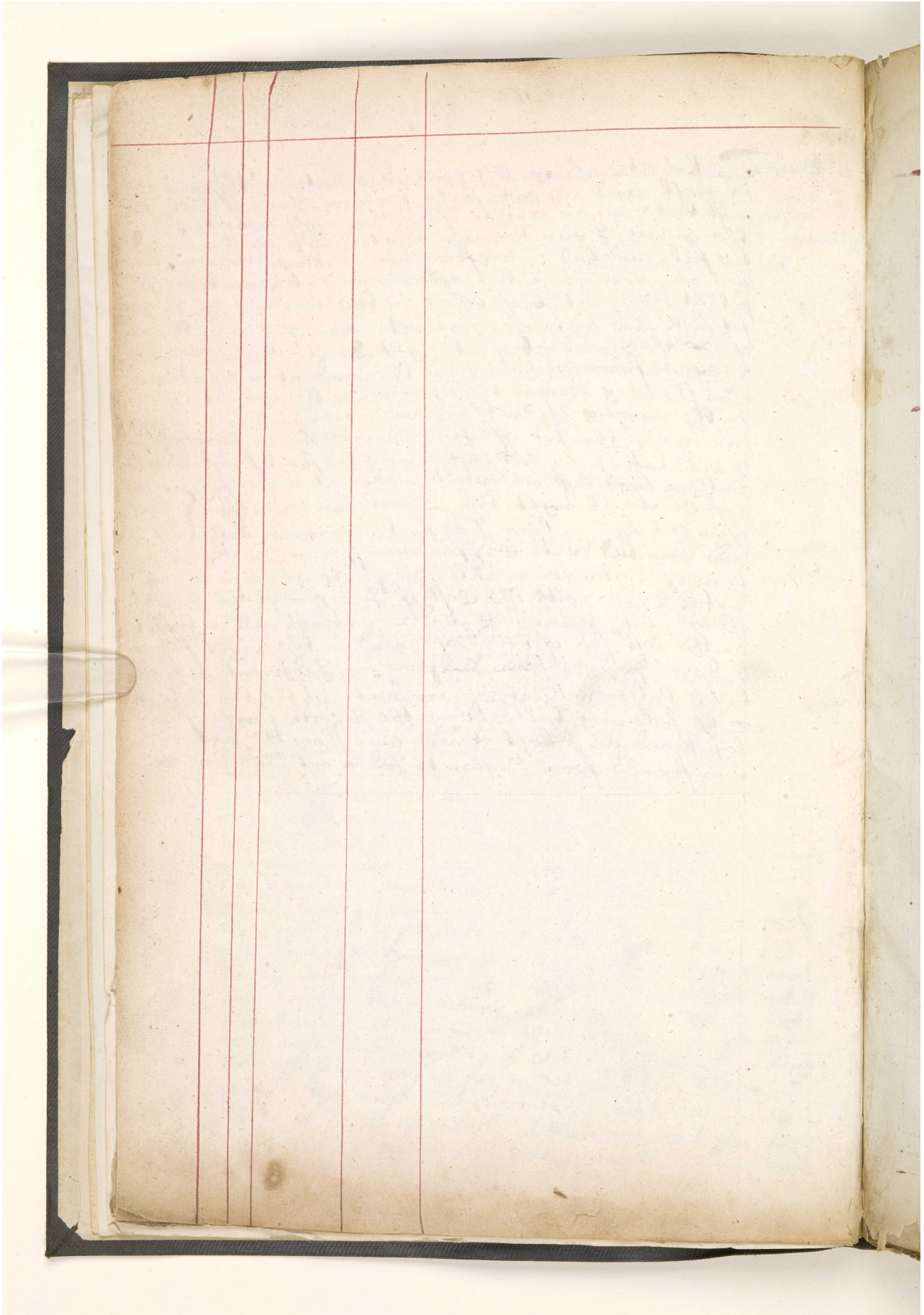
This 8<sup>th</sup> of April I received a boate with an anchor  
a mast and an order sayle from one Rand of Dale I  
also took in an anchor of 1000<sup>lb</sup> weight made for  
the whire I gave him a receipt and so went about  
the fair and had 5 oare from him which this daye little  
but at 3 of clock in the afternoon it came to the off  
of the 9<sup>th</sup> at one of clock in the morning of the 9<sup>th</sup>  
set sail and by 12 of clock at noon was over the  
of Dartmouth and at 7 at night downe was some  
3 leagues from us having had the wind at n.e. and n.n.e.

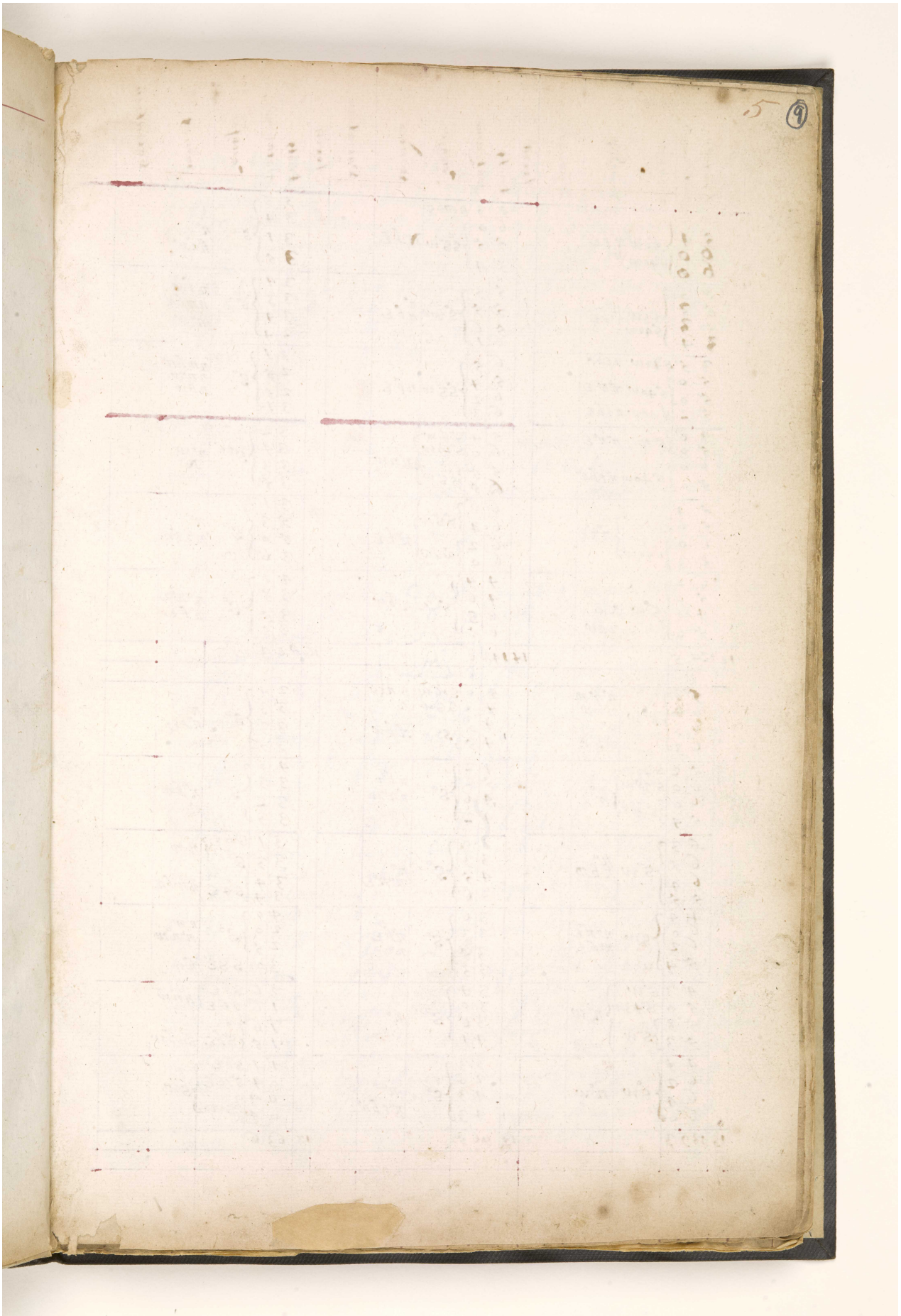
9<sup>th</sup>

So steaming downe the channel on the 10<sup>th</sup> at 6 of clock  
in the morning I portland bore north and by 12 of clock  
we were the way off from Dartmouth we were observing  
I made lat. 50-22 north not knowing the semi meridians  
with a barstaff our winds were at n.n.e. so that at  
8 of clock at night the Lizard bore n.w. some 5 leagues  
from us from where I began to account both lat.  
and longitud into Cappe Chronospheram with every  
hour distance in miles and parts at vane by log  
until I fall with the coast of India also the weight  
stowed with the wind and variations all in tablet  
on the left side of the boate and on the right for our  
6 dayes passage here I approve my Judgment answering  
to the table with other accident at the time doth follow  
the following table being the direct form of my  
log: board which I kept it and can show the list of  
tons forward from England to India out and hom etc.

10<sup>th</sup>

So steaming downe the channel on the 10<sup>th</sup> at 6 of clock  
in the morning I portland bore north and by 12 of clock  
we were the way off from Dartmouth we were observing  
I made lat. 50-22 north not knowing the semi meridians  
with a barstaff our winds were at n.n.e. so that at  
8 of clock at night the Lizard bore n.w. some 5 leagues  
from us from where I began to account both lat.  
and longitud into Cappe Chronospheram with every  
hour distance in miles and parts at vane by log  
until I fall with the coast of India also the weight  
stowed with the wind and variations all in tablet  
on the left side of the boate and on the right for our  
6 dayes passage here I approve my Judgment answering  
to the table with other accident at the time doth follow  
the following table being the direct form of my  
log: board which I kept it and can show the list of  
tons forward from England to India out and hom etc.





April	Hours	Latitude	Longitude	Variation	April	Hours	Latitude	Longitude	Variation	April	Hours	Latitude	Longitude	Variation				
	5 <sup>3</sup>	3				5 <sup>3</sup>	3	smbS			3	3						
	5 <sup>6</sup>	4	} S <sup>5</sup> W n <sup>o</sup> b <sup>e</sup> E S <sup>4</sup> 0W n <sup>o</sup>			5 <sup>6</sup>	0	} S <sup>5</sup> W n <sup>o</sup> b <sup>e</sup> E			3	4	} S <sup>o</sup> n <sup>o</sup> n <sup>o</sup> W					
	5 <sup>9</sup>	0					5 <sup>5</sup>		5					3	1			
	5 <sup>9</sup>	0					5 <sup>4</sup>							3	5			
	5 <sup>3</sup>	3	} S <sup>5</sup> W n <sup>o</sup> b <sup>e</sup> E S <sup>4</sup> 2W			5 <sup>3</sup>	3	} S <sup>5</sup> W n <sup>o</sup> b <sup>e</sup> E			3	4	} S <sup>o</sup> n <sup>o</sup> b <sup>o</sup> W n <sup>o</sup> b <sup>o</sup> W n <sup>o</sup> W					
	5 <sup>5</sup>	3					5 <sup>5</sup>		5					3	3			
	5 <sup>5</sup>	3					5 <sup>6</sup>		1					2	4			
	5 <sup>3</sup>	4	} S <sup>4</sup> 2W n <sup>o</sup> b <sup>o</sup> W S <sup>4</sup> 0W n <sup>o</sup> n <sup>o</sup> E S <sup>4</sup> 0W n <sup>o</sup> b <sup>o</sup> W			5 <sup>6</sup>	5	} S <sup>5</sup> W n <sup>o</sup> b <sup>e</sup> E			3	1	} S <sup>o</sup> n <sup>o</sup> b <sup>o</sup> W n <sup>o</sup> W n <sup>o</sup> b <sup>o</sup> W					
	5 <sup>0</sup>	0					5 <sup>4</sup>							2	5			
	5 <sup>2</sup>	2					5 <sup>6</sup>		2					2	5			
	5 <sup>2</sup>	2				5 <sup>6</sup>	3				3	1						
	5 <sup>6</sup>	0	} S <sup>5</sup> W n <sup>o</sup> n <sup>o</sup> E S <sup>4</sup> 0W n <sup>o</sup> b <sup>o</sup> W n <sup>o</sup> n <sup>o</sup> E			5 <sup>4</sup>	7	} S <sup>5</sup> W n <sup>o</sup> n <sup>o</sup> E S <sup>4</sup> 0W n <sup>o</sup> b <sup>o</sup> W n <sup>o</sup> n <sup>o</sup> E				3	2	} S <sup>o</sup> n <sup>o</sup> W N				
	5 <sup>0</sup>	0					5 <sup>6</sup>		0				3		4			
	5 <sup>0</sup>	0					5 <sup>5</sup>		5				3		3			
	5 <sup>0</sup>	0				5 <sup>6</sup>	5				3	5						
	5 <sup>4</sup>	6	} S <sup>4</sup> 2W S <sup>4</sup> 0W	} n <sup>o</sup> n <sup>o</sup> E		5 <sup>6</sup>	6	} S <sup>5</sup> W n <sup>o</sup> b <sup>e</sup> E				3	1	} S <sup>o</sup> n <sup>o</sup> E n <sup>o</sup> E n <sup>o</sup> b <sup>o</sup> W				
	5 <sup>6</sup>	0							5 <sup>6</sup>	4					5	3		
	5 <sup>3</sup>	3							5 <sup>6</sup>	0					3	6		
	5 <sup>0</sup>	0	} S <sup>5</sup> W n <sup>o</sup> E S <sup>4</sup> 0W n <sup>o</sup> W			5 <sup>4</sup>	4	} S <sup>5</sup> W n <sup>o</sup> b <sup>o</sup> W				4	1	} S <sup>o</sup> n <sup>o</sup> n <sup>o</sup> E n <sup>o</sup> b <sup>e</sup> E				
	5 <sup>1</sup>	1					5 <sup>6</sup>		6				3		5			
	5 <sup>0</sup>	0					5 <sup>6</sup>		3				3		5			
	5 <sup>0</sup>	0				5 <sup>6</sup>	1				3	5						
	12	24	5			14	143	0			10	22	3					
	5 <sup>3</sup>	3	} S <sup>5</sup> W n <sup>o</sup> n <sup>o</sup> W n <sup>o</sup> b <sup>o</sup> W n <sup>o</sup> n <sup>o</sup> E			5 <sup>0</sup>	0	} S <sup>5</sup> W n <sup>o</sup> n <sup>o</sup> W n <sup>o</sup> b <sup>o</sup> W n <sup>o</sup> n <sup>o</sup> E				2	4	} S <sup>o</sup> n <sup>o</sup> E n <sup>o</sup> b <sup>e</sup> E				
	5 <sup>6</sup>	3					5 <sup>4</sup>		3				3		3			
	5 <sup>6</sup>	3					5 <sup>5</sup>		5				3		3			
	5 <sup>2</sup>	2	} S <sup>4</sup> 0W S <sup>3</sup> 0W S <sup>5</sup> W	} n <sup>o</sup>		5 <sup>4</sup>	2	} S <sup>5</sup> W n <sup>o</sup> b <sup>o</sup> W n <sup>o</sup> n <sup>o</sup> W				4	0	} S <sup>o</sup> n <sup>o</sup> b <sup>o</sup> W				
	5 <sup>6</sup>	0							5 <sup>2</sup>						3	3		
	5 <sup>4</sup>	4							5 <sup>4</sup>	2					3	2		
	5 <sup>3</sup>	3	} S <sup>5</sup> W n <sup>o</sup> b <sup>o</sup> W			5 <sup>3</sup>	0	} S <sup>5</sup> W n <sup>o</sup> n <sup>o</sup> E				3	1	} S <sup>o</sup> n <sup>o</sup> W S S <sup>4</sup> E n <sup>o</sup> b <sup>o</sup> W				
	5 <sup>5</sup>	5					5 <sup>3</sup>		3				3		3			
	5 <sup>5</sup>	5					5 <sup>6</sup>		5				3		4			
	5 <sup>4</sup>	4	} S <sup>5</sup> W n <sup>o</sup> n <sup>o</sup> E n <sup>o</sup> b <sup>e</sup> E			5 <sup>3</sup>	6	} S <sup>5</sup> W n <sup>o</sup> b <sup>e</sup> E n <sup>o</sup>				4	0	} S <sup>o</sup> n <sup>o</sup> W n <sup>o</sup> W n <sup>o</sup> W S <sup>5</sup> E n <sup>o</sup> W				
	5 <sup>6</sup>	0					5 <sup>3</sup>		3				2		0			
	5 <sup>2</sup>	2					5 <sup>3</sup>		5				2		5			
	5 <sup>4</sup>	4				5 <sup>3</sup>	3				3	0						
	5 <sup>3</sup>	3	} S <sup>5</sup> W n <sup>o</sup> W S <sup>4</sup> 3W	} n <sup>o</sup> W		5 <sup>3</sup>	4	} S <sup>5</sup> W n <sup>o</sup> W				2	6	} S <sup>5</sup> E n <sup>o</sup> W				
	5 <sup>0</sup>	0							5 <sup>3</sup>	0					1	6		
	5 <sup>3</sup>	3							5 <sup>3</sup>	6					1	6		
	5 <sup>3</sup>	3	} S <sup>5</sup> W n <sup>o</sup> W	} n <sup>o</sup> W		5 <sup>3</sup>	3	} S <sup>5</sup> W n <sup>o</sup> E n <sup>o</sup> b <sup>e</sup> E				1	5	} S <sup>5</sup> E S <sup>5</sup> E S <sup>5</sup> E	} S <sup>5</sup> W n <sup>o</sup> W			
	5 <sup>4</sup>	4							5 <sup>3</sup>	3						1	1	
	5 <sup>6</sup>	0							5 <sup>6</sup>	2						0	4	
	5 <sup>4</sup>	4	} S <sup>5</sup> W n <sup>o</sup> W			5 <sup>3</sup>	3	} S <sup>5</sup> W n <sup>o</sup> E n <sup>o</sup> b <sup>e</sup> E				0	4	} S <sup>5</sup> W n <sup>o</sup> W S <sup>5</sup> E				
	5 <sup>6</sup>	0					5 <sup>6</sup>		4				0		4			
	5 <sup>0</sup>	0					5 <sup>3</sup>		3				0		4			
	13	139	3			15	26	5			17	63	6					

11  
12  
13

11  
12  
13

Anno: 1625

10

11  
12  
13

April  
11<sup>th</sup>

In the table on the other side our proceeding from the  
honor. to honor. but of the side you shall have how & do  
approon of it. for time. 2. 3. or 4. days travel on  
with latitude course. distance and differences of longitude  
after meritor. unto the bay of Auguston. and there  
the lo. in plane. to India: and after on that side you  
shall have a table forme of Jurnall. w<sup>th</sup> usuall. w<sup>th</sup>  
dayes. w<sup>th</sup> lat. lo. and distance. also the variation  
and wind. w<sup>th</sup> some exp<sup>re</sup>ssment on the other side  
of the left hand &c.

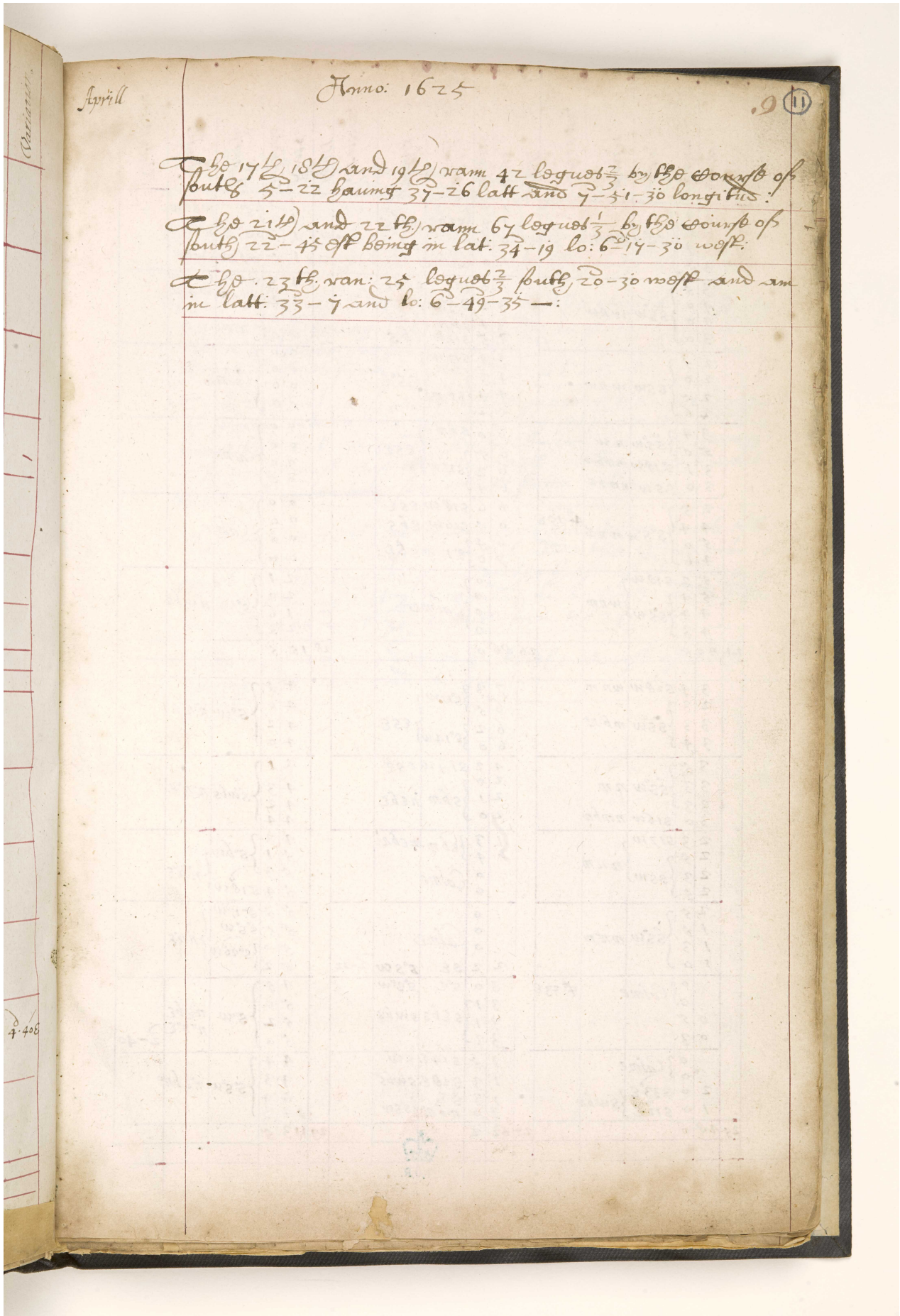
The slouthe Rowlts thirson & allons to have run  
116 leagues by the course of west. 42-57 futes and  
am in latt. 46-13 and lo. 6-45 to the wester of the  
meridian of the lezard. after meritor &c.

The 14<sup>th</sup> ran 46 leagues futes 20-30 west having  
lat. 44-12. lo. 8-19-30

This 14<sup>th</sup> of aprill after the water was set at night  
Edward Grahame Purser Bazell Hill Chirurgion Robert  
Jons Steward and John Cun Steward mat and thom.  
Jons Cooper fell into such disorder by drinks that some  
of them were not able to stir from the place and  
the Steward forking to go from the place fell and  
broke his head so that it was near 3 monthes in  
cure I had forbid them toise the same night and  
caused them to separate companies and go to their  
habbits and I no sounder from them but after  
they would give up a part so that on the 17<sup>th</sup>  
they met and first their separation and caused some  
of the water to lorde to them so after that they were  
in their habbits it being midnight on the 15<sup>th</sup> that I  
of Clarke calling all our company to prayere at 10  
of the clock but commonly at 11 some rising the purser  
and Chirurgion would not com being sent for by the  
bottom first and then on of my mat after I was first  
to see him my selfe who kept his cabin door shut  
and during me to breake it open the while I present  
lye did and caused bothe and the Chirurgion to go  
to prayere where being performed I caused the bot<sup>tm</sup>  
to laye all their companies and then by the hold in the  
bilbot where the Chirurgion was recalled me and  
broke the locke of the bilbot then I caused his hand to  
be made fast which made him quiet so about 6 of the  
clock at night on the 16<sup>th</sup> of reformation w<sup>th</sup> 120m &c.

The 15<sup>th</sup> and 16<sup>th</sup> ran 59 leagues  $\frac{2}{3}$  by the course of futes  
having latt. 41-13 lo. 8-19-30.

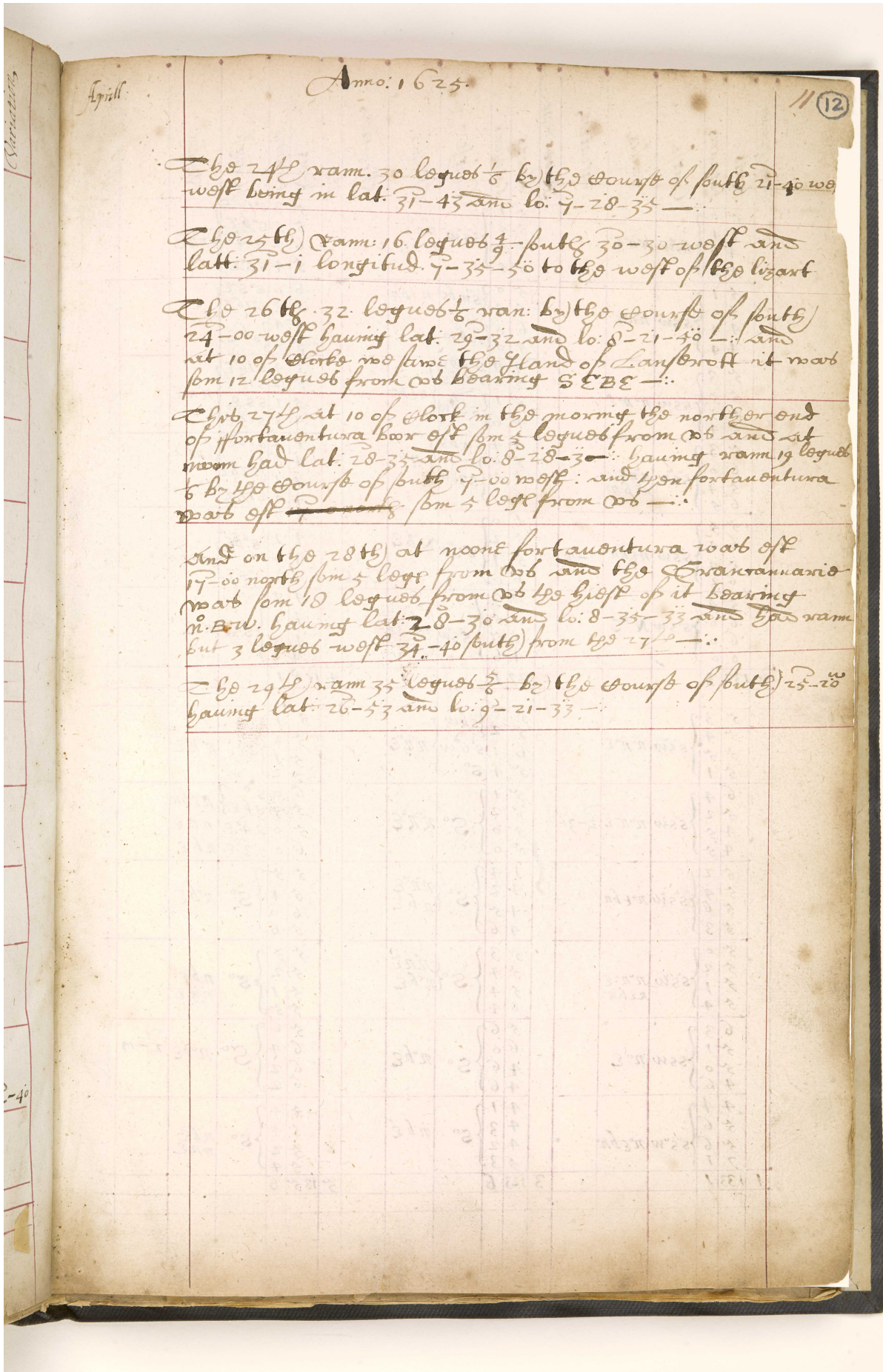
April					April					April						
Hours	Fathoms	Course	Winds	Variation	Hours	Fathoms	Course	Winds	Variation	Hours	Fathoms	Course	Winds	Variation		
20	S <sup>27</sup> E	}SSW			62	}SSE W WBS				70	S <sup>42</sup> E	}SSW				
12	S <sup>40</sup> E				62						42		SSE			
12	S <sup>40</sup> E				50						32		S <sup>40</sup> E			
20	S <sup>40</sup> E				50						43		S <sup>40</sup> E			
10	SSE	}SSE			56	}SSE WBS WSW W				34	}SSE SSW					
12	E				51		S <sup>12</sup> E					30				
12	E				42		S <sup>60</sup> W					34				
14	E				52		S					41	S <sup>29</sup> E			
15	E	}SSE			30	}SSE WBS				26	}SSE SSW					
16	E				20					33						
22	E				16							32				
25	E				26							30				
32	SSW	}SSE			22	}SSE SW SSE E				40	}SSE SSW					
43	S <sup>5</sup> P				20							50				
45	S <sup>2</sup> E				20							32				
45	S <sup>2</sup> E				10							32				
44	S <sup>3</sup> W	}SSE			0	}Calme				75	}SSE SW					
40	S				5							72				
42	S				0							74				
45	S <sup>3</sup> E				0							30				
41	}SSE				0	}Calme				34	}SSE SW					
50					0							40				
40							11					40				
56							10	S <sup>0</sup> NE					40			
18	72	3			20	63	0			22	86	5				
42	S <sup>16</sup> E	}E			0	}Calme				35	}SSE SW					
40	S <sup>16</sup> E				0							34				
35	S <sup>16</sup> E				0							32				
34	S <sup>16</sup> E				0							25				
20	S <sup>20</sup> E	}NE			0	}Calme				36	}SSW NNW WSW SSW					
30	S <sup>40</sup> E				33							43				
27	S <sup>16</sup> E				30		SSE					40				
45	S <sup>16</sup> E				30		SSE					33				
35	}SSE				26	}SSE WBS				34	}SSE NNW					
35					35							24				
30					46							26				
25					34							32				
33	}SSE				45	}SSE WBS				42	}SSE NNW					
35					30							35				
30					20							33				
32					20							25				
32	}SSE				0	}Calme				22	}SSE NNW					
41					0							21				
60					32							31				
47					42							32				
30	S <sup>20</sup> E	}SSE			35	}SSE SW				22	}SSE NNW					
46	S <sup>5</sup> E				43							21				
30	S <sup>1</sup> E				22							34				
54	S <sup>1</sup> E				22							24				
19	91	2			21	43	3			23	76	6				



Falcon: Journal [11v] (27/122)

April					April					April					
Hours	Fathoms	Course	Winds	Variations	Hours	Fathoms	Course	Winds	Variations	Hours	Fathoms	Course	Winds	Variations	
3 4		S <sup>s</sup> SW WNW			1 0		S <sup>s</sup> EB <sup>s</sup> SW <sup>s</sup> B <sup>s</sup>			1 3		S <sup>s</sup> ° W <sup>s</sup> ° W			
3 6					0 6					1 0			S <sup>s</sup> ° E S <sup>s</sup> ° W		
3 7						0	Calme			1 3		W <sup>s</sup> ° E S <sup>s</sup> ° W			
3 5						0	Calme			1 5		W <sup>s</sup> ° E S <sup>s</sup> ° W			
3 5		S <sup>s</sup> SW WNW			1 0		S <sup>s</sup> ° E S <sup>s</sup> ° E			1 3		W <sup>s</sup> ° W S <sup>s</sup> ° B <sup>s</sup> W			
4 0					3 2			S <sup>s</sup> ° W S <sup>s</sup> ° E			1 2			W <sup>s</sup> ° W S <sup>s</sup> ° W	
4 0						3 4		S <sup>s</sup> ° W S <sup>s</sup> ° E			0 0		Calme		
3 0						3 5		S <sup>s</sup> ° W E B <sup>s</sup> S			0 0		Calme		
2 5		S <sup>s</sup> SW WNW			3 4		S <sup>s</sup> ° E			0 0		Calme			
2 0					4 3						0 0				
2 5						4 4		S <sup>s</sup> ° E			0 0				
2 6						5 2					0 0				
3 4		S <sup>s</sup> SW WNW			6 0		S <sup>s</sup> ° E			0 0		Calme			
5 0					6 5						0 0				
3 1						6 2		S <sup>s</sup> ° W			0 0				
3 0						6 4					0 0				
2 5		S <sup>s</sup> ° W WNW			6 6		S <sup>s</sup> ° W S <sup>s</sup> ° E			0 0		Calme			
4 4					6 5			S <sup>s</sup> ° W E B <sup>s</sup> S			0 0				
5 0						6 4		S <sup>s</sup> ° W E S <sup>s</sup> E			0 0				
4 6						7 0					0 0				
5 2		S <sup>s</sup> SW WNW			0		Calme			2 1		S <sup>s</sup> ° W WNW			
5 4					0						2 0				
4 4						0					1 6				
4 3						0					2 3				
24 9 5					26 0 6 0					28 1 5 5					
3 4		S <sup>s</sup> SW WNW			7 3		S <sup>s</sup> ° W			4 5		S <sup>s</sup> ° W N <sup>s</sup> ° E			
2 3					6 5						4 0				
3 3						6 2		S <sup>s</sup> ° W			4 2				
3 4						6 0		S <sup>s</sup> ° W			4 0				
3 5		S <sup>s</sup> SW WNW			4 2		S <sup>s</sup> ° W S <sup>s</sup> ° E			3 1		S <sup>s</sup> ° W N <sup>s</sup> ° E			
3 3					2 0						4 3				
3 3						2 1		S <sup>s</sup> ° W N <sup>s</sup> ° E			4 2				
3 0						2 0					4 4				
2 3		S <sup>s</sup> SW WNW			1 3		S <sup>s</sup> ° W N <sup>s</sup> ° E			4 3		S <sup>s</sup> ° W			
2 5					1 4						5 1				
2 3						0		Calme			5 3		N <sup>s</sup> ° E		
2 5						0					5 4		S <sup>s</sup> ° W		
2 5		S <sup>s</sup> SW WNW			0		Calme			5 5		S <sup>s</sup> ° W N <sup>s</sup> ° E			
1 5					0						5 5				
1 3						0					5 0				
1 0						2 2		S <sup>s</sup> ° E S <sup>s</sup> ° W 2-22			5 2				
0		Calme			3 0		S <sup>s</sup> ° E S <sup>s</sup> ° W			4 5		S <sup>s</sup> ° W N <sup>s</sup> ° E			
0 5					3 1		S <sup>s</sup> ° E S <sup>s</sup> ° W			5 0					
0 3						3 1		S <sup>s</sup> ° E S <sup>s</sup> ° W			5 2				
0						3 3		S <sup>s</sup> ° E S <sup>s</sup> ° W			5 0				
0		Calme			1 5		S <sup>s</sup> ° W N <sup>s</sup> ° E			4 4		S <sup>s</sup> ° W N <sup>s</sup> ° E			
2 0					1 3						4 3				
1 0						1 3		S <sup>s</sup> ° E S <sup>s</sup> ° W			4 4				
1 0						3 0		W <sup>s</sup> ° N <sup>s</sup> ° E S <sup>s</sup> W			4 3				
25 4 8 6					27 6 2 2					29 11 3 5					

10.R.



April

Anno: 1625.

12

The 24<sup>th</sup> ram. 30 leagues by the course of south 21-40 west being in lat. 31-45 and lo. 7-28-35 —

The 25<sup>th</sup> ram. 16 leagues by south 30-30 west and lat. 31-1 longitud. 7-35-50 to the west of the lizard

The 26<sup>th</sup> 32 leagues ran: by the course of south 24-00 west having lat. 29-32 and lo. 8-21-40 — and at 10 of clock we saw the Island of Lanbrot it was 12 leagues from us bearing S E E —

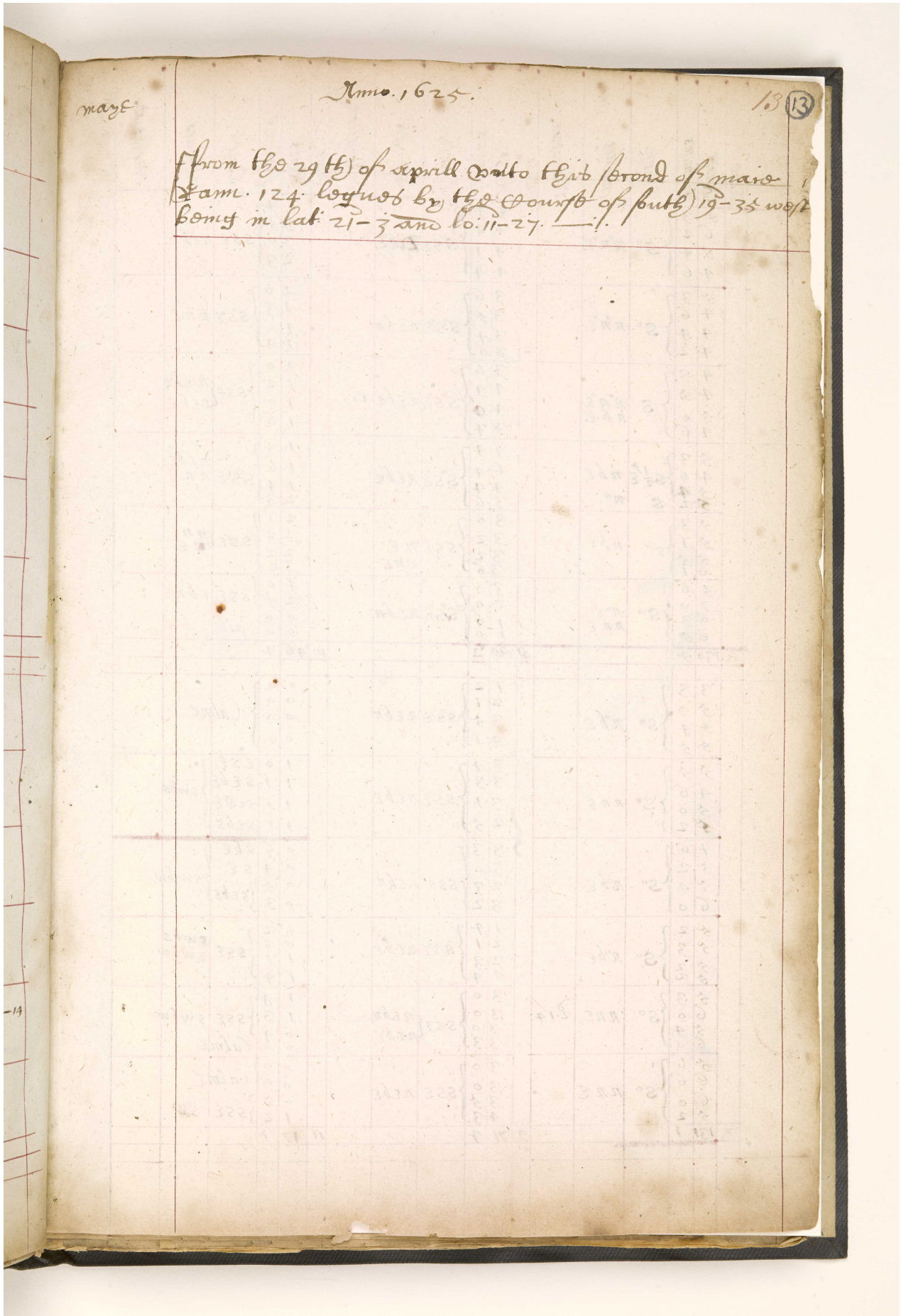
The 27<sup>th</sup> at 10 of clock in the morning the northern end of fortauventura bore off from us 12 leagues from us and at noon had lat. 28-35 and lo. 8-28-30 — having run 12 leagues by the course of south 7-00 west: and then fortauventura was off from us 12 leagues from us —

And on the 28<sup>th</sup> at noon fortauventura was off 17-00 north from us 12 leagues from us and the Enarrannid was 18 leagues from us the highest of it bearing N. E. W. having lat. 28-30 and lo. 8-35-33 and had run but 3 leagues west 34-40 (south) from the 27<sup>th</sup> —

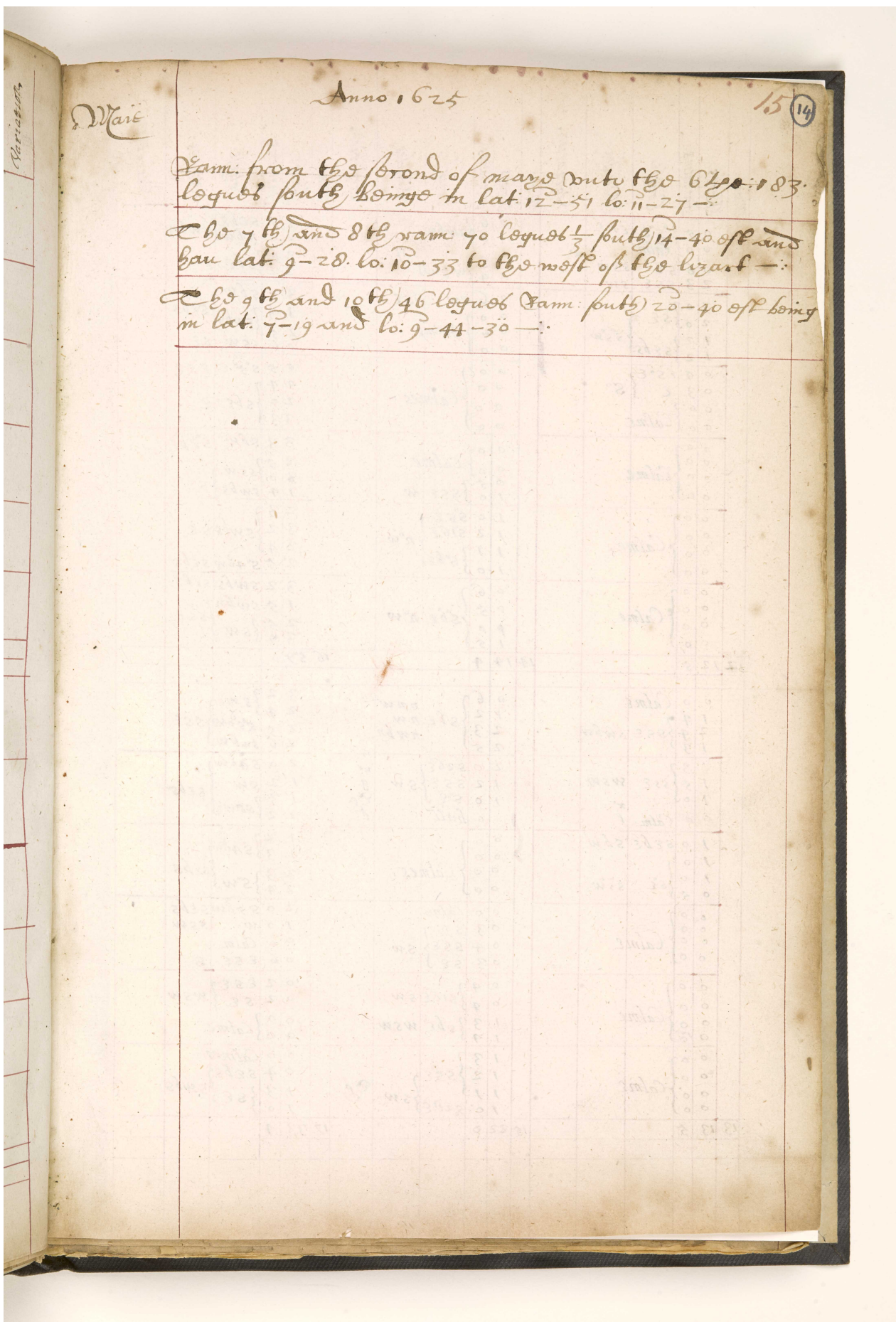
The 29<sup>th</sup> ram 35 leagues by the course of south 25-20 having lat. 26-53 and lo. 9-21-33 —

Notes	Fathoms	Course	Winds	Variations	Notes	Fathoms	Course	Winds	Variations					
5 <sup>o</sup> 4 <sup>o</sup> 4 <sup>o</sup> 5 <sup>o</sup> 2	} s <sup>s</sup> w n <sup>n</sup> ε				5 <sup>o</sup> 1 5 <sup>o</sup> 0 5 <sup>o</sup> 5 5 <sup>o</sup> 5	} s <sup>s</sup> w n <sup>n</sup> ε n <sup>n</sup> ε n <sup>n</sup> ε								
5 <sup>o</sup> 1 5 <sup>o</sup> 0 4 <sup>o</sup> 4 4 <sup>o</sup> 4		} ssw n <sup>n</sup> ε			5 <sup>o</sup> 0 5 <sup>o</sup> 4 6 <sup>o</sup> 0 5 <sup>o</sup> 0		} s <sup>w</sup> bs nεbn s <sup>w</sup> nε s <sup>w</sup> nε	} n <sup>n</sup> ε s <sup>b</sup> ε						
5 <sup>o</sup> 3 5 <sup>o</sup> 5 5 <sup>o</sup> 3 5 <sup>o</sup> 4			} ssw n <sup>n</sup> ε						4 <sup>o</sup> 4 5 <sup>o</sup> 0 5 <sup>o</sup> 1 4 <sup>o</sup> 6	} s <sup>w</sup> nεbn s <sup>w</sup> bs s <sup>w</sup> nε	} n <sup>n</sup> ε s <sup>b</sup> ε			
5 <sup>o</sup> 3 6 <sup>o</sup> 0 5 <sup>o</sup> 4 6 <sup>o</sup> 5				} s <sup>s</sup> w n <sup>n</sup> ε n <sup>n</sup> ε n <sup>n</sup> ε								4 <sup>o</sup> 4 5 <sup>o</sup> 0 5 <sup>o</sup> 5 6 <sup>o</sup> 0	} s <sup>w</sup> bs s <sup>w</sup> nε	} n <sup>n</sup> ε s <sup>b</sup> ε
5 <sup>o</sup> 5 6 <sup>o</sup> 4 5 <sup>o</sup> 4 6 <sup>o</sup> 2	} s <sup>s</sup> w nεbn								5 <sup>o</sup> 0 5 <sup>o</sup> 2 5 <sup>o</sup> 1 6 <sup>o</sup> 0			} s <sup>s</sup> w nεbn nεbn		
5 <sup>o</sup> 4 6 <sup>o</sup> 0 6 <sup>o</sup> 0 6 <sup>o</sup> 0		} s <sup>s</sup> w n <sup>n</sup> ε					5 <sup>o</sup> 3 5 <sup>o</sup> 5 5 <sup>o</sup> 5 4 <sup>o</sup> 6	} n <sup>n</sup> ε s <sup>s</sup> w n <sup>n</sup> εbn n <sup>n</sup> ε	} s <sup>s</sup> ε nε					
30 132 3						2 127 1				4 118 1				
5 <sup>o</sup> 3 5 <sup>o</sup> 4 5 <sup>o</sup> 5 5 <sup>o</sup> 1			} s <sup>s</sup> w n <sup>n</sup> ε			5 <sup>o</sup> 0 5 <sup>o</sup> 2 6 <sup>o</sup> 1 5 <sup>o</sup> 4	} s <sup>w</sup> n <sup>n</sup> ε s <sup>w</sup> n <sup>n</sup> ε s <sup>w</sup> n <sup>n</sup> ε			} n <sup>n</sup> ε s <sup>b</sup> ε				
6 <sup>o</sup> 4 5 <sup>o</sup> 2 4 <sup>o</sup> 5 4 <sup>o</sup> 5	} s <sup>s</sup> w n <sup>n</sup> ε					5 <sup>o</sup> 1 5 <sup>o</sup> 2 5 <sup>o</sup> 0 5 <sup>o</sup> 0					} s <sup>w</sup> n <sup>n</sup> ε s <sup>w</sup> n <sup>n</sup> ε	} nεbn nεbn nεbn		
5 <sup>o</sup> 2 5 <sup>o</sup> 4 5 <sup>o</sup> 6 5 <sup>o</sup> 3		} s <sup>s</sup> w nεbn				4 <sup>o</sup> 4 4 <sup>o</sup> 2 4 <sup>o</sup> 5 4 <sup>o</sup> 6		} s <sup>w</sup> n <sup>n</sup> ε s <sup>w</sup> nεbn	} s <sup>w</sup> nεbn					
5 <sup>o</sup> 0 5 <sup>o</sup> 2 5 <sup>o</sup> 1 5 <sup>o</sup> 4				} s <sup>s</sup> w n <sup>n</sup> ε nεbn									5 <sup>o</sup> 3 5 <sup>o</sup> 4 5 <sup>o</sup> 4 6 <sup>o</sup> 4	} s <sup>w</sup> n <sup>n</sup> ε s <sup>w</sup> nεbn
6 <sup>o</sup> 3 5 <sup>o</sup> 1 5 <sup>o</sup> 0 4 <sup>o</sup> 6			} ssw n <sup>n</sup> ε				5 <sup>o</sup> 6 6 <sup>o</sup> 0 4 <sup>o</sup> 6 4 <sup>o</sup> 6			} s <sup>w</sup> nεbn			} nεbn nεbn	
4 <sup>o</sup> 4 5 <sup>o</sup> 6 5 <sup>o</sup> 6 7 <sup>o</sup> 1	} s <sup>s</sup> w nεbn						4 <sup>o</sup> 1 4 <sup>o</sup> 3 4 <sup>o</sup> 2 5 <sup>o</sup> 3				} s <sup>w</sup> nεbn	} nεbn nεbn		
1 133 1						3 123 6		5 135 6						

maye

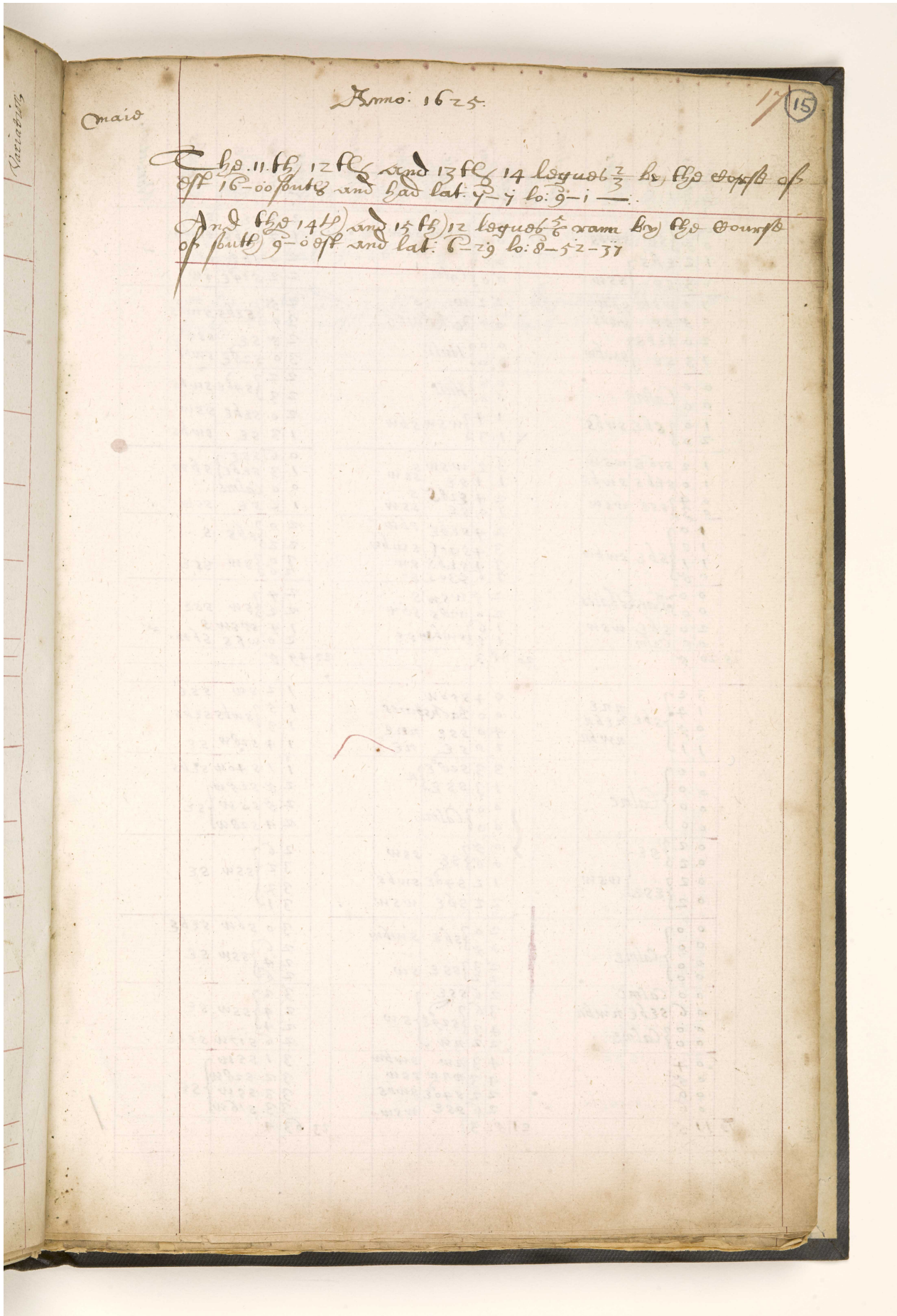


Maie				Maie				Maie			
Knots	Fathoms	Course	Variation	Knots	Fathoms	Course	Variation	Knots	Fathoms	Course	Variation
3	3	S° n n̄ E		4	4	S S E D n̄ E		3	4	S S E n e b e	
6	2										
5	4										
4	6										
3	3	S° n n̄ E		3	6	S S E n e b n		2	0	S S E n n E	
4	6										
4	4										
4	2										
3	3	S n n̄ E n b E		3	6	S S E n e b n l.		1	0	S S E n e b e	
4	5										
5	0										
4	6										
3	3	S S E n b E n̄ E		4	4	S S E n e b n		1	3	S S E n n E	
4	6										
4	4										
5	2										
3	3	S° n b E		3	0	S S E n E E n E		2	1	S S E n n E n̄ E	
5	1										
5	5										
6	1										
6	3	S° n̄ E n n̄ E		3	0	S S E n e b n		4	0	S S E e b n Calme	
7	0										
6	3										
6	5										
6	130	S°		10	46	4					
3	3	S° n̄ b E		1	2	S S E n e b n		0	0	Calme	
5	4										
3	4										
5	5										
5	5	S° n n̄ E		3	4	S S E n e b e		1	0	S S E S S E S E b s	S w b s
4	6										
5	0										
4	2										
7	6	S° n̄ b E		3	3	S S E n e b n		0	6	S b E S E S e b s	S w b w
5	2										
5	4										
6	0										
5	2	S° n̄ b E		1	4	S S E n e b e		1	2	S S E S S E S w b s S w b w	
5	3										
5	2										
5	2										
5	3	S° n n̄ E 2.14		3	0	S S E n e b n n e b e		1	4	S S E S S E Calme	S w b w
6	0										
5	4										
6	0										
5	6	S° n n̄ E		3	0	S S E n e b e		0	0	Calme S S E S S E S w	
6	6										
6	0										
5	2										
7	131	1		9	71	4		11	17	4	

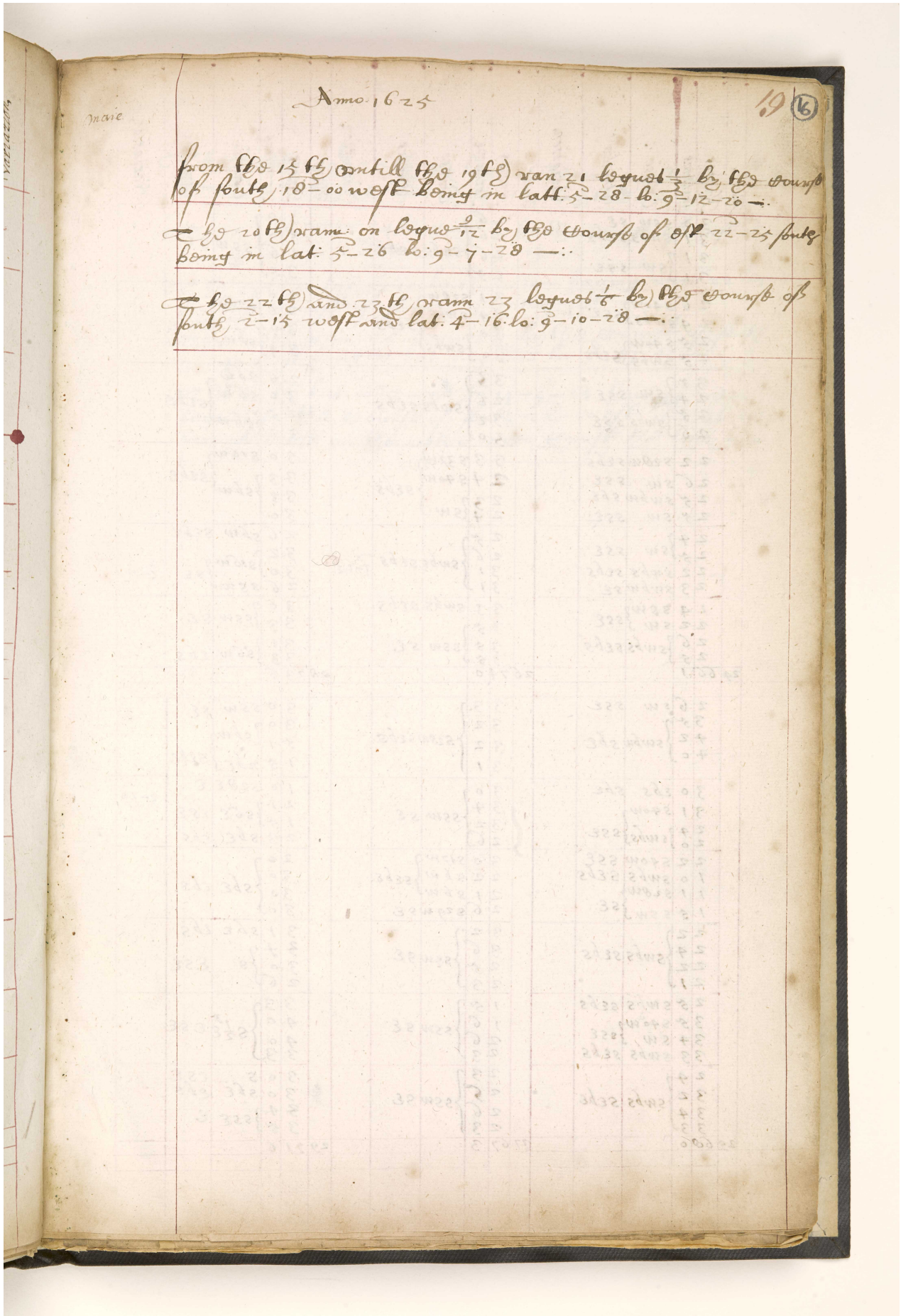


Maia

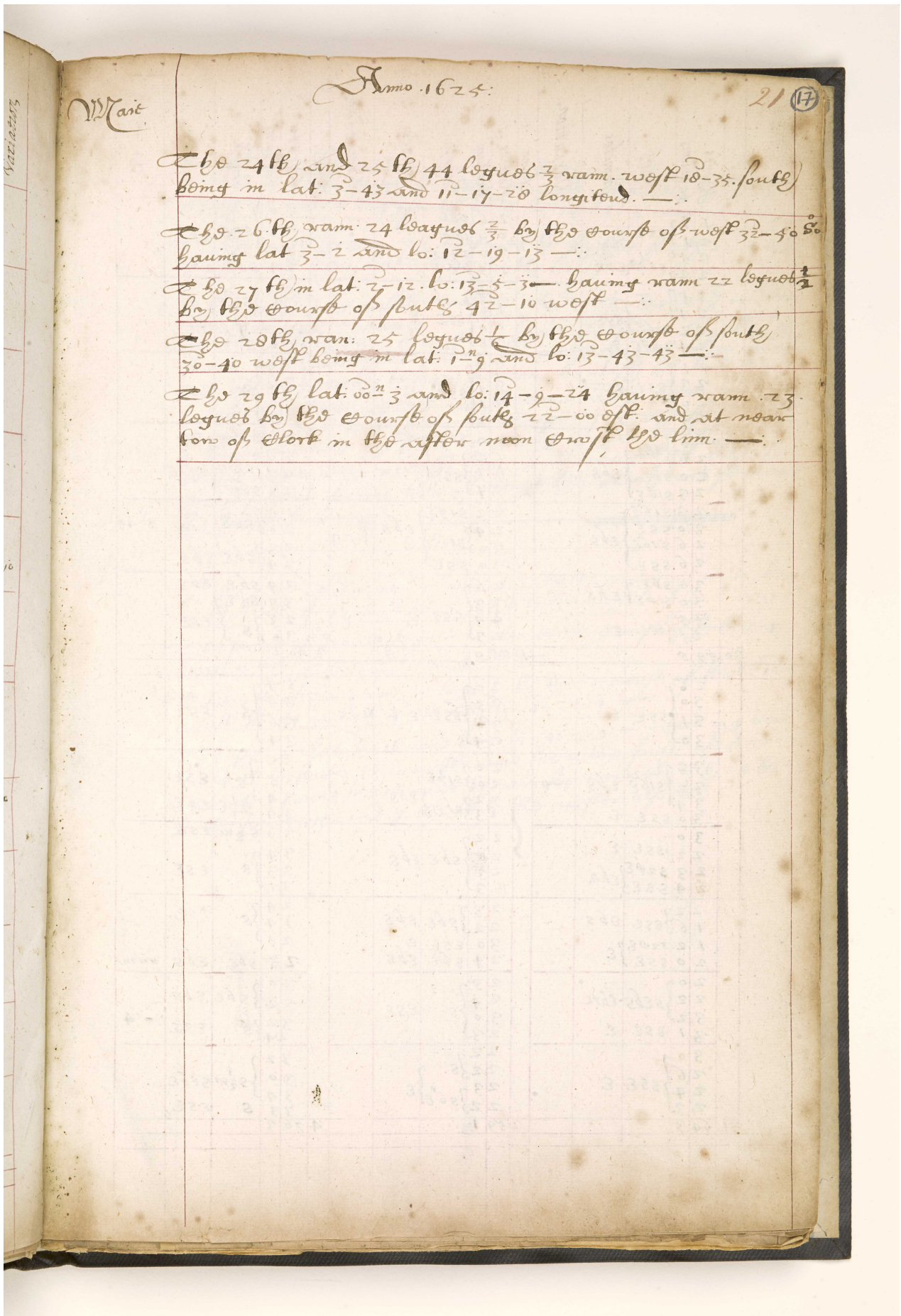
Maia	Knots	Fathoms	Course	Winds	Variations	Maia	Knots	Fathoms	Course	Winds	Variations	Maia	Knots	Fathoms	Course	Winds	Variations
	0 4	5 5	E NE				0 6	0 6	swbw				1 5	5 E E E	1 5	swbw	
	0 0		Calme				1 0	0 5	swbw	sbe			2 0	2 0	nw	swbw	
	0 6	5 5	SSW				0 5	0 4	sw	sw			2 6	2 6	sbe	E	
	2 3	3 5	sw				0 4						2 2	2 2	sbe	E	
	3 0	0 0					0 6	0 6	sw	ssw			3 0	3 0	sw		
	2 0	0 0	SE				0 0	0 0		calme			4 3	4 3	swbs	SEbs	
	1 3	0 0	SEbs	s'sw			0 0	0 0					2 5	2 5	sw	sw	
	1 2	0 0					0 0	0 0					0 6	0 6	sw	sw	
	0 4	0 0	SE				0 0	0 0					0 5	0 5	s'sw	E E E	
	0 3	0 0	E	S°			0 0	0 0		Calme			0 4	0 4	sbe	E	
	0 0	0 0	Calme				0 0	0 0					2 0	2 0	sbe	E	
	0 0	0 0	Calme				0 0	0 0					3 3	3 3	sw	SEbs	
	0 0	0 0	Calme				0 0	0 0		Calme			2 5	2 5	sw	sw	
	0 0	0 0	Calme				0 5	1 0	sw	sw			3 0	3 0	swbs	sw	
	0 0	0 0	Calme				1 0	1 0	sw	sw			1 4	1 4	swbs	sw	
	0 0	0 0	Calme				1 0	1 2	sw	sw	n°w		2 3	2 3	swbs	sw	
	0 0	0 0	Calme				1 2	1 1	sw	sw			3 2	3 2	swbs	sw	
	0 0	0 0	Calme				1 1	1 0	sw	sw			2 4	2 4	sw	sw	
	0 0	0 0	Calme				1 0	0 6	sw	sw			2 5	2 5	sw	sw	
	0 0	0 0	Calme				0 6	0 5	sw	sw	n°w		3 2	3 2	swbs	sw	
	0 0	0 0	Calme				0 5	0 0	sw	sw			1 5	1 5	swbw	sw	
	0 0	0 0	Calme				0 0	0 0	sw	sw			2 5	2 5	sw	sw	
	0 0	0 0	Calme				1 5	3 0	sw	sw			3 0	3 0	sw	sw	
	12 12	5					14 14	4					16 59	0			
	0 0		Calme				0 6	0 6	sw	sw			3 2	3 2	sw	sw	
	1 4	0 0					1 2	2 3	sw	sw	n°w		2 4	2 4	sw	sw	
	2 4	0 0	sw	swbw			2 3	2 5	sw	sw	n°w		2 5	2 5	sw	sw	
	1 3	0 0					2 5	2 0	sw	sw			2 6	2 6	sw	sw	
	1 3	0 0	sw	sw			2 0	1 2	sw	sw			2 0	2 0	sw	sw	
	1 5	0 0	sw	sw			1 2	1 0	sw	sw			1 2	1 2	sw	sw	
	1 0	0 0	Calme				1 0	0 0	sw	sw			1 3	1 3	sw	sw	
	0 0	0 0	Calme				0 0	0 0	sw	sw			2 2	2 2	sw	sw	
	1 0	0 0	sw	sw			0 0	0 0	sw	sw			1 2	1 2	sw	sw	
	1 0	0 0	sw	sw			0 0	0 0	sw	sw			1 3	1 3	sw	sw	
	1 0	0 0	sw	sw			0 0	0 0	sw	sw			2 3	2 3	sw	sw	
	0 5	0 0	sw	sw			0 0	0 0	sw	sw			2 4	2 4	sw	sw	
	0 0	0 0	Calme				0 0	0 0	sw	sw			2 0	2 0	sw	sw	
	0 0	0 0	Calme				0 3	0 3	sw	sw			1 0	1 0	sw	sw	
	0 0	0 0	Calme				0 4	0 4	sw	sw			0 0	0 0	sw	sw	
	0 0	0 0	Calme				0 3	0 3	sw	sw			0 6	0 6	sw	sw	
	0 0	0 0	Calme				0 4	0 4	sw	sw			0 2	0 2	sw	sw	
	0 0	0 0	Calme				0 4	1 3	sw	sw			0 2	0 2	sw	sw	
	0 0	0 0	Calme				1 3	1 1	sw	sw			0 0	0 0	sw	sw	
	0 0	0 0	Calme				1 1	1 1	sw	sw			0 0	0 0	sw	sw	
	0 0	0 0	Calme				1 1	1 0	sw	sw			0 0	0 0	sw	sw	
	0 0	0 0	Calme				1 0	1 0	sw	sw			0 4	0 4	sw	sw	
	0 0	0 0	Calme				1 0	1 0	sw	sw			1 3	1 3	sw	sw	
	13 13	5					15 22	0					17 33	4			



18					20					22							
Mails	Knots	Fathoms	Course	Winds	Variations	Mails	Knots	Fathoms	Course	Winds	Variations	Mails	Knots	Fathoms	Course	Winds	Variations
0	5		SE	swbs		0	4		SEbs	SSW		2	3	SE	SW		
0	5					0	5					1	3	SEbs	swbs		
1	2		Ebs			0	0					2	0	SbE	W		
0	3		SE	SSW		0	0		Calme			2	2	S14E	SW		
1	0		WSW	SW		2	2		W	S		2	5				
0	5		SE	swbs		0	0		Backstair			3	0	SEbs	swbs		
2	0		SEbs			0	0					2	8	SE	SSW		
1	3		SE	swbw		0	0		Hull			3	0	S20E	swbs		
0	0		Calme			0	0		Hull			2	2				
0	0					0	0					2	3	S40E	swbs		
1	0		SbE	swbs		1	4		WSW	SW		2	0	SEbE	SSW		
2	0					1	3					1	3	SE	swbs		
1	2		S16E	WSW		3	2		WSW	SSW		0	6	SSE			
1	0		SEbs	swbs		1	1		SE	SSW		1	3	SEbE	SW		
0	4		SE	WSW		2	4		Ebs	S		0	0	Calme			
0	3					1	0		SE	SSW		1	2	SE	SSW		
1	0					2	4		SEbE	SW		2	0				
1	1		SbE	swbw		3	4		S40E	swbw		2	2				
1	1					3	4		SEbs	SW		3	0				
0	5					3	6		E30S	S		2	0				
0	0		Backstaires			2	5		WSW	S		2	4				
0	0					2	0		WWS	SW		2	2				
2	0		SbE	WSW		1	6					1	4	SWS	S		
0	0		Calme			1	3		SWbE	SE		2	0	WBS	SW		
18	20	5				20	30	3				22	49	5			
3	2					0	4		SW			1	2	SW	SSE		
1	4		SbE	nNE		0	0		Backstaires			1	5				
0	5			nEbN		4	0		SSE	nNE		1	3				
1	1			nwbN		2	0		SE	nE		1	4	S20W	SE		
0	0					3	3		S20E	n		1	1	S40W	SEbs		
0	0					1	3		SSE	n		2	5	S25W	SE		
0	0		Calme			0	0		Calme			2	5	SSW	SE		
0	0					0	0					2	4	S20W			
0	2		SE			0	5		SE	SSW		2	6				
0	2			WSW		0	6		SE	SSW		3	2				
0	2		SE			1	2		S40E	swbs		3	2				
0	2					2	2		SbE	WSW		3	1				
0	0					2	0					3	0	SW	SEbE		
0	0		Calme			1	5		SbE	swbw		2	6				
0	0					2	3		SSW	SW		2	4				
0	0					2	2					2	4	SSW	SE		
0	0		Calme			2	6		SSE			2	0				
0	6		SEbE	nwbN		3	6		S20E	SW		3	2				
0	0					4	3		S20E	SW		2	4	SSW	SE		
0	0		Calme			2	2		nW			2	4				
0	4					4	3		nW	swbw		2	6	S17W	SEbE		
0	5					4	3		nW	SSW		3	1	SSW			
0	6					2	2		S40E	swbs		3	2	S20W			
0	6					2	6		SSE	WSW		3	3	SSW	SE		
19	11	5				21	32	3				3	3	S16W			



Maie	Hours	Fathoms	Course	Winds	Variation	Maie	Hours	Fathoms	Course	Winds	Variation	Maie	Hours	Fathoms	Course	Winds	Variation
	30		SSW	SE			26						30				
	31		swbs	SEBS			26						30				
	31		}sw	SSE			26		}swbs	SEBS			26		}SSW	SSE	
	31							25									
	26	S40W	}SSS	SESE	1-8		31	S20W	}swbs	SEBS	3-50		26	S16W	}SEBE		
	24	swbs										34	swbs				
	25	S40W	}SSS	SEBS			30	swbs					37	swbs			
	25	swbs						30	swbs					32	S6W	}SEBE	
	35	}sw	SSE				33	}swbs	SEBS				30	S6W	}SEBE		
	24									32							25
	25	swbs	SSE				30						32	S6W			
	26	swbs	SSE				33	S37W	}SEBS				30	S16W	}SEBE		
	22	S20W	SEBS			24	S40W						33	swbs			
	26	sw	SSE				23	sw					33	swbs			
	25	swbs	SE				24	sw					30	S6W	SEBE		
	24	sw	SSE				25	swbs	SEBS				32	S16W	SE	3-10	
	22	swbs	SEBS				31	swbs	SEBS				30	SSW			
	23	swbs	SE				31	swbs	SEBS				26	SSW			
	24	SSW	SSE				33	swbs	SEBS				30	SSW	SSE		
	22	sw	SSE				35	sw					33	SSW	SSE		
	26	swbs	SEBS				35	sw	SE				31	S6W	EB		
	25						35						33				
24	60	1				26	74	0				28	73	6			
	26	sw	SSE				33						30	SSW	SE		
	35	}swbs	SBE				32	}S20W	SEBS				30	sw			
	42									32						51	sw
	40						31						15	sw	SEBE		
	30	EB	SBE				30						10	S20E	E	3-20	
	31	S40W					37	SSW	SE				21	S6E	SE		
	24	swbs	SSE				32	SSW	SE				15	S6E	EB		
	20						26						23	S6E	EB		
	22	S40W	SSE				30	S17W	}SEBE				20	}SBE	EB		
	10	swbs	SEBS				22	sw								30	
	11	S20W					21	sw					30	sw			
	15	SSW	SE				26	S29W	SE				30				
	22	}swbs	SEBS				32	}SSW	SE				31	sw	EB		
	24									36						37	S
	22						25						30				
	21						23						26				
	25	swbs	SEBS				15						33				
	35	S40W					16	SSW	SE				40	SSE	SE		
	37	sw	SSE				26						40	SSE	SE		
	33	swbs	SEBS				23						43				
	24	}swbs	SEBE				23	}SSW	SE				30	S	SE		
	32									25						30	sw
	34						26						34	sw	EB		
	33						23						35	sw	E		
25	60	0				27	67	3				29	71	6			



Maye				June				Variation			
Knots	Fathoms	Course	Wind	Knots	Fathoms	Course	Wind	Knots	Fathoms	Course	Wind
14	55	SE	E	26	56	E	E	20			
21	55	SE	E	00		Calme		23	56	SE	ESE
22	57	SE	SE	20				25			
22	57	SE	SE	15				24	56	SE	ESE
21	56	SE	E	14				23	56	SE	ESE
24	56	SE	E	16				22	56	SE	ESE
22	56	SE	E	20				25	57	E	ESE
24	56	SE	E	30				32			
21	55	SE	E	32				24			
23	55	SE	E	33				32	S	ESE	
20	54	SE	E	31				30			
24	56	SE	ESE	30				24			
23	55	SE	E	20	56	E		20	57	W	
26	55	SE	E	22				24	57	W	
20	56	SE	SE	23				23	56	W	ESE
23	56	SE	E	24				23	56	W	ESE
23	56	SE	E	22	59	E		15	56	ESE	ESE
30	55	SE	E	24	56	ESE	ESE	20	56	ESE	ESE
30	55	SE	E	30	56	E	ESE	22			
26	56	SE	E	30	55	E	ESE	24	56	ESE	ESE
30	56	SE	E	26				24	56	ESE	ESE
30	56	SE	E	23				27	56	ESE	ESE
25	55	SE	E	24				30	57	E	ESE
25	55	SE	E	23				23	56	E	ESE
	30 59 5				1 50 0				3 60 6		
26	55	SE	E	20				34			
31	55	SE	E	25				35	S	ESE	
30				32				36			
				4				34			
32	56	SE	E	20	56	SE	E	32			
32	56	SE	E	20	56	SE	E	35	S	ESE	
34	56	SE	E	22	56	SE	E	34	S <sup>1</sup> / <sub>2</sub> E	ESE	
30	55	SE	E	23	56	SE	E	34	S	ESE	
30				22				30	S <sup>1</sup> / <sub>2</sub> W	ESE	
22	55	SE	E	22				34			
23	52	SE	E	23				33	S	ESE	
24	55	SE	E	23				32			
22	55	SE	E	23	56	SE	E	24			
16	55	SE	E	22	56	SE	E	14			
12	55	SE	E	30				20			
20	55	SE	E	24	56	SE	E	25	56	ESE	ESE
20				25				30	56	ESE	ESE
22	56	SE	E	24				32	S	ESE	ESE
32	55	SE	E	30				32	S	ESE	ESE
31	55	SE	E	23				25	56	ESE	ESE
30				22				30	S <sup>1</sup> / <sub>2</sub> W	ESE	ESE
26	55	SE	E	22				30	S	ESE	ESE
24	55	SE	E	23	56	SE	E	34			
23	55	SE	E	22	56	SE	E	33	S	ESE	ESE
	31 64 3				2 59 1				4 76 3		

Orade

Jun  
62

Anno: 1625. 23<sup>18</sup>

Mast

from the 29<sup>th</sup> at noon untill the 30<sup>th</sup> at midday  
ran. 15 leagues  $\frac{1}{2}$  by the course of futes 7-0 off  
being in lat: 0-54 futes and lo: 14-43

the 31<sup>th</sup> ran: 21 leagues  $\frac{1}{2}$  by the futes 12-0 off  
west and hau lat: 1-54 futes lo: 13-50-41

the 31<sup>th</sup> I caused walter william, richard lane  
stouen Epour and william wortzell to be put  
in the helte for causing the holboms boys to fall  
from the holbom strong drinke which they made  
use of whereby they became brutish &c. but some  
howe after wylst william and lane on hope  
of pardonment but stouen Epour by reason that  
I find former he has warning of his brutishness and  
on the next day wylst him but wortzell had some  
chastisement from his m being the holboms servant  
by judgement

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Sum:  
1625

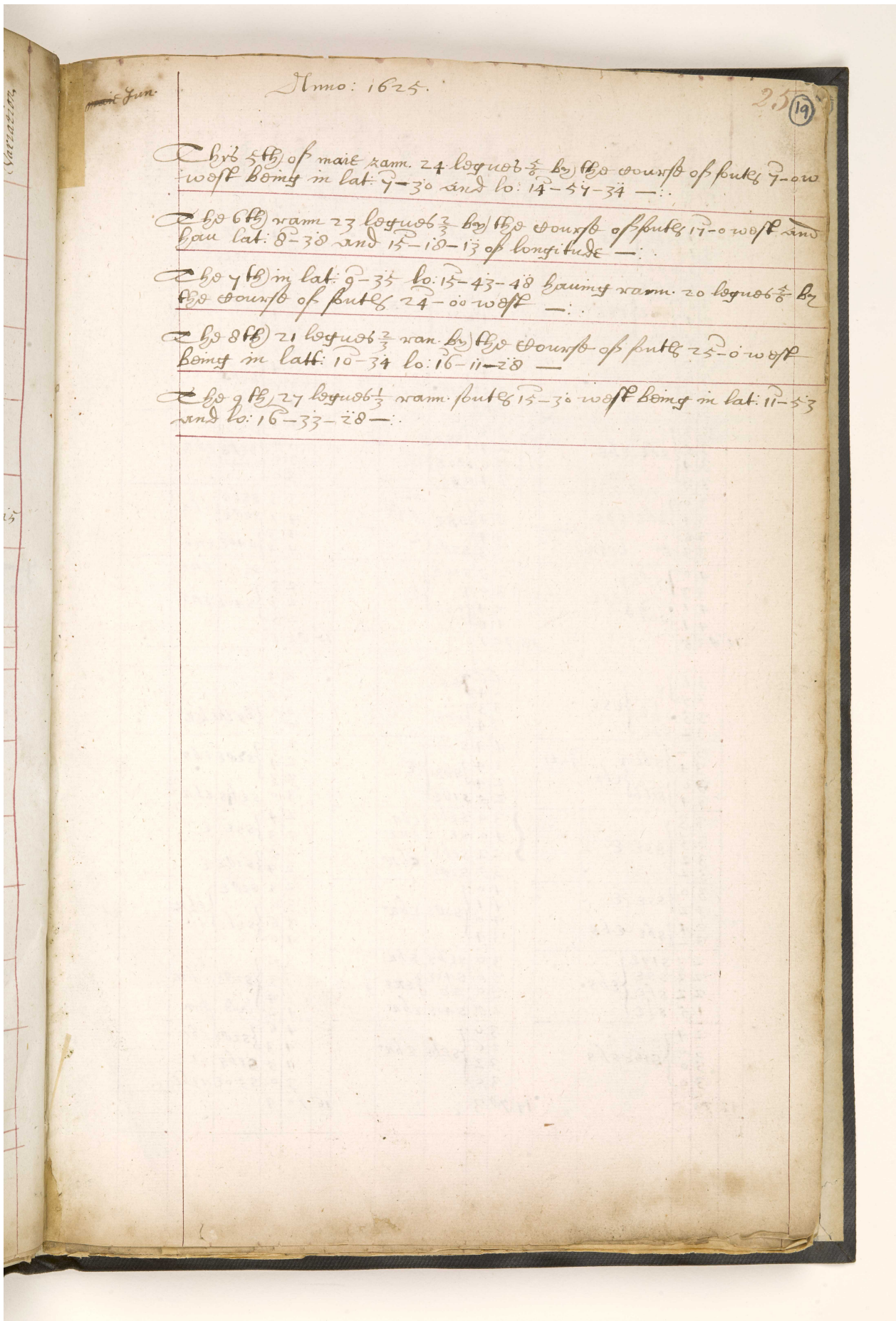
the first of Jun ran: 20 leagues  $\frac{2}{3}$  by the course of futes being  
in the latt: 2-47 and lo: 13-15-41 to the west of the heart mine

the second of Jun 20 leagues  $\frac{2}{3}$  ran by the course of futes 9-40 west  
being in latt: 3-49 and lo: 14-1-19

the 3<sup>th</sup> of Jun ran: 20 leagues  $\frac{2}{3}$  by the course of futes 10-0 w  
west being in latt: 4-18 and lo: 14-28-4

the 4<sup>th</sup> in lat: 6-16 and long: 14-48-34. having ran  
30 leagues  $\frac{1}{6}$  futes 13-0 west and from the first of Jun untill  
the 4<sup>th</sup> I found the current to run some 8 minutes or 24 hours  
to the southward and I thinke to the westward also &c.

June	Knots	Fathoms	Course	Winds	Variation	June	Knots	Fathoms	Course	Winds	Variation	June	Knots	Fathoms	Course	Winds	Variation
	26	368	sbe	ebse		26	30	30	sbe	ebse		30	30	30	sbe	ebse	
	30	368	sbe	ese		14	30	26	sbe	ebse		30	26	26	sbe	ebse	
	32	368	sbe	ebse		20	26	26	sbe	ebse		26	26	26	sbe	ebse	
	33	368	sbe	ebse		20	26	26	sbe	ebse		26	26	26	sbe	ebse	
	25	368	sbe	ese		4	27	30	sbe	ese		27	30	32	sbe	ese	
	24	368	sbe	ese		30	30	30	sbe	ese		30	32	30	sbe	ese	
	24	368	sbe	ese		30	30	30	sbe	ese		30	30	30	sbe	ese	
	31	368	sbe	ese		31	30	30	sbe	ese		30	30	30	sbe	ese	
	25	368	sbe	ese		25	40	40	sbe	ese		40	40	40	sbe	ese	
	24	368	sbe	ese		26	41	34	sbe	ese		41	34	33	sbe	ese	
	25	368	sbe	ese		26	34	33	sbe	ese		34	33	33	sbe	ese	
	31	368	sbe	ese		31	26	26	sbe	ese		26	26	26	sbe	ese	
	32	368	sbe	ese		23	30	30	sbe	ese		30	30	30	sbe	ese	
	33	368	sbe	ese		31	30	26	sbe	ese		30	26	26	sbe	ese	
	40	368	sbe	ese		31	33	33	sbe	ese		33	33	33	sbe	ese	
	33	368	sbe	ese		24	33	30	sbe	ese		33	30	30	sbe	ese	
	32	368	sbe	ese		23	35	40	sbe	ese		35	40	40	sbe	ese	
	33	368	sbe	ese		24	40	40	sbe	ese		40	40	40	sbe	ese	
	35	368	sbe	ese		26	33	37	sbe	ese		33	37	37	sbe	ese	
	41	368	sbe	ese		30	33	33	sbe	ese		33	33	33	sbe	ese	
	33	368	sbe	ese		30	33	34	sbe	ese		33	34	30	sbe	ese	
	33	368	sbe	ese		34	30	30	sbe	ese		30	30	30	sbe	ese	
	33	368	sbe	ese		34	30	30	sbe	ese		30	30	30	sbe	ese	
5760						7652						9790					
	43	368	sbe	ese		26	24	24	sbe	ese		24	24	24	sbe	ese	
	40	368	sbe	ese		22	25	25	sbe	ese		25	25	25	sbe	ese	
	35	368	sbe	ese		20	20	22	sbe	ese		20	22	22	sbe	ese	
	33	368	sbe	ese		15	19	16	sbe	ese		19	16	16	sbe	ese	
	40	368	sbe	ese		24	16	26	sbe	ese		16	26	24	sbe	ese	
	33	368	sbe	ese		25	22	24	sbe	ese		22	24	24	sbe	ese	
	33	368	sbe	ese		22	22	24	sbe	ese		22	24	24	sbe	ese	
	36	368	sbe	ese		42	34	30	sbe	ese		34	30	30	sbe	ese	
	34	368	sbe	ese		27	33	34	sbe	ese		33	34	34	sbe	ese	
	31	368	sbe	ese		35	34	30	sbe	ese		34	30	30	sbe	ese	
	35	368	sbe	ese		26	30	35	sbe	ese		30	35	30	sbe	ese	
	25	368	sbe	ese		22	35	41	sbe	ese		35	41	40	sbe	ese	
	34	368	sbe	ese		32	40	34	sbe	ese		40	34	34	sbe	ese	
	32	368	sbe	ese		30	34	34	sbe	ese		34	34	34	sbe	ese	
	33	368	sbe	ese		26	34	34	sbe	ese		34	34	34	sbe	ese	
	25	368	sbe	ese		31	34	30	sbe	ese		34	30	30	sbe	ese	
	23	368	sbe	ese		31	30	26	sbe	ese		30	26	26	sbe	ese	
	24	368	sbe	ese		25	24	24	sbe	ese		24	24	24	sbe	ese	
	30	368	sbe	ese		24	23	31	sbe	ese		23	31	31	sbe	ese	
	24	368	sbe	ese		33	33	34	sbe	ese		33	34	33	sbe	ese	
	32	368	sbe	ese		33	34	33	sbe	ese		34	33	33	sbe	ese	
	25	368	sbe	ese		34	30	30	sbe	ese		30	30	30	sbe	ese	
	23	368	sbe	ese		30	30	30	sbe	ese		30	30	30	sbe	ese	
6765						8674						10735					



Anno: 1625.

25 (19)

Variations

Chy 5th of maile nam. 24 loguob  $\frac{1}{2}$  by the course of putte 7-00  
west being in lat: 7-30 and lo: 14-54-34 -.

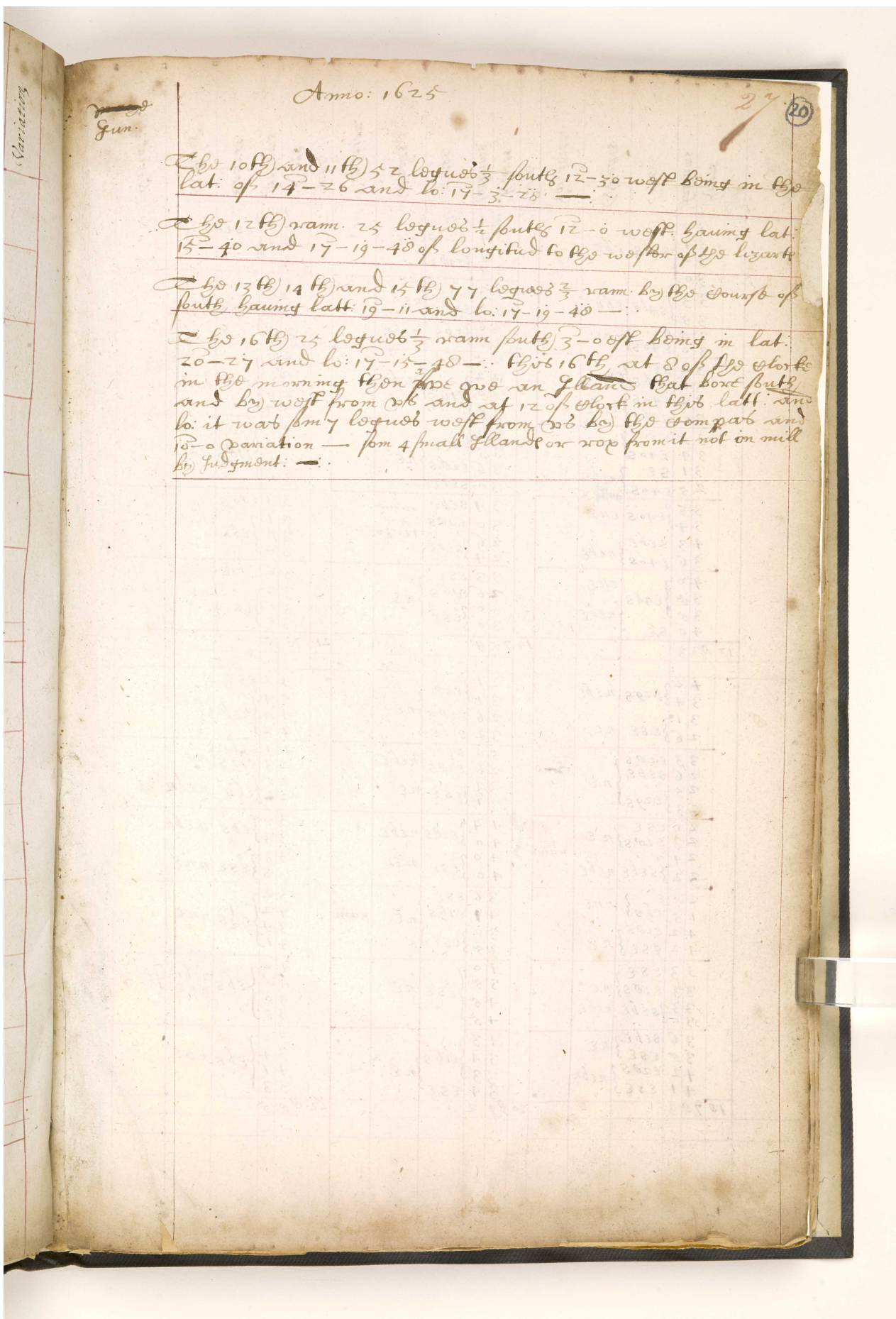
Chy 6th nam 23 loguob  $\frac{2}{3}$  by the course of putte 17-00 west and  
by lat: 8-30 and 15-10-13 of longitude -.

Chy 7th in lat: 9-35 lo: 15-43-48 having nam. 20 loguob  $\frac{1}{2}$  by  
the course of putte 24-00 west -.

Chy 8th 21 loguob  $\frac{2}{3}$  nam. by the course of putte 25-00 west  
being in lat: 10-34 lo: 16-11-28 -

Chy 9th 27 loguob  $\frac{1}{2}$  nam. putte 15-30 west being in lat: 11-53  
and lo: 16-33-28 -.

June	Knots	Fathoms	Course	Winds	Variations	June	Knots	Fathoms	Course	Winds	Variations	June	Knots	Fathoms	Course	Winds	Variations
	4 0						3 3						3 1	35E	ENE		
	3 7		sbe	εbs			3 4		sbe	εbs			2 4	s2E			
	3 3		sgE				3 4						3 0	s3E	ENE		
	2 6		s6E				2 4	s6E					3 6				
	3 6		sbe	εsE			2 3	sw		εbs			3 4	sεbs	ENE		
	2 4		sgs				2 4	sbe		ε			3 4				
	3 5		s6E				2 6	s2E		ε			4 2				
	3 2						2 4	s5E					4 1				
	3 0		sbe	εbs			2 5			ε			3 4	sεbs	ENE		
	3 2						2 5	s1E		εbs			3 6				
	3 2						2 6						4 2				
	3 3		sbe	εbs			3 3	s5E					4 3				
	3 5		sgs				2 4			ε			3 0	sεbs	εbn		
	3 4						3 6	s1E		ε			3 0				
	3 3						3 4	s5E					3 0				
	3 0		sbe	εbs			3 3	s5E	name				3 3	sεbs			
	3 6		sgs				3 7	s5E	name				4 1	s2E	εbn		
	3 3	s°	εsE		Faint 9-5°		3 7			ε	9-40		4 3	s4E	ENE		
	4 0		sgs				3 3	s1E		ε			2 6	sE	ENE		
	3 3						3 0			ε			2 3				
	4 1		s6E				2 7	s5E		ε			2 3	s4E	ENE		
	4 1						1 6						2 3				
	11 8	3 5					13 7	2 1					15 8	2 6			
	3 6		s				2 6	s5E					2 3				
	3 5		s½E				2 4	s5E					2 3				
	3 3		s½E				3 3	sgE					0 0	By the lee			
	3 2		s6E				3 4						0 0				
	3 2		sbe				4 4	s					2 3	s2E	εbn		
	3 7		sgs		9-21		3 4	s5E		ε			2 4	s2E	εbn		
	3 0		sgs				2 4	s5E					2 3				
	3 4		sgs				2 5	s1E					3 0	sεbs	εbn		
	3 3						3 0	sεbs		εbn			2 7	s5E	ε		
	3 3						4 0	sE		ENE			2 3				
	3 2		s5E				2 2	sεbs		εbn°			2 5	s2E	ε		
	3 2						3 5	s2E					2 4	s5E	ε		
	3 0		s5E				4 0						2 3	s2E			
	3 2						4 1	s2E		εbn°			3 0				
	2 4		sbe	εts			4 0						3 6	sεbs	εbn		
	3 2						3 4						4 0	sgs			
	2 3		s1E				3 0	sεbs		εbn			3 3				
	2 3		s5E				3 0	s4E		ENE	9-53		3 3	s2E	εbn		
	2 2		sbe				3 0	sE					3 4				
	1 5		s½E				2 5	s4E		εbn°			4 2	land	βnn		
	2 4						3 0						4 6	s2E	εbn		
	3 0		s1E				2 6	sεbs		εbn°			4 3				
	3 0						3 2						4 5	sεbs	ENE		
	3 0						3 0						3 0	s5E	ENE		
	12 7	3 5					14 7	3					16 7	0 4			



Navigation

~~20~~  
Jun.

Anno: 1625

27 (20)

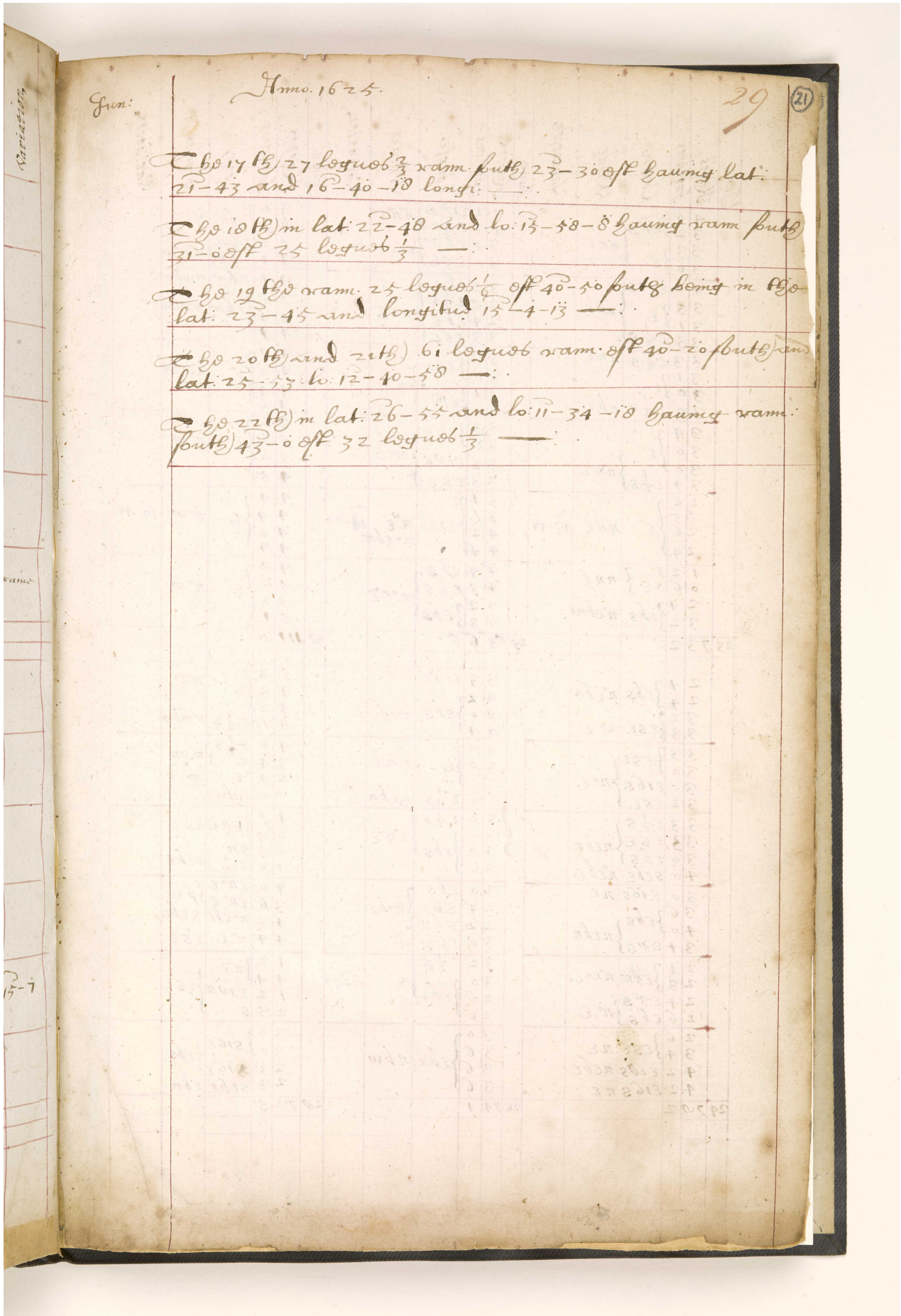
The 10th and 11th 52 leagues  $\frac{1}{2}$  south 12-30 west being in the  
lat. of 14-26 and lo: 17-3-20 —

The 12th ram. 25 leagues  $\frac{1}{2}$  south 12-0 west having lat:  
15-40 and 17-19-40 of longitude to the western of the lizard

The 13th 14th and 15th 77 leagues  $\frac{2}{3}$  ram. by the course of  
south having lat: 19-11 and lo: 17-19-40 —

The 16th 25 leagues  $\frac{1}{2}$  ram south 3-0 off being in lat:  
20-27 and lo: 17-15-40 — The 16th at 8 of the clock  
in the morning there were 4 small islands that bore south  
and by west from us and at 12 of the clock in the lat. and  
lo: it was 5 leagues west from us by the compass and  
10-0 variation — from 4 small islands or rocks from it not in mill  
by judgment: —

June	Knots	Fathoms	Course	Winds	Variations	June	Knots	Fathoms	Course	Winds	Variations	June	Knots	Fathoms	Course	Winds	Variations
	30						34	ESE					40		ESE	NE	
	34		SEBS	EBN			34	E20S		NE			23		ESE	NE	
	32						33	E10S					27				
	30						37						20				
	33		S40E	EBN			33	ESE		NE			23		E16S	NE	EBN
	35		SE		ENE		32	E20S					23				
	34		SE				26	EBs		NEBN			25				
	30		E40S				20						23				
	32		SE		ENE		25	EBs					23				
	26		SEBE				22			NEBN			30		E16S	NE	NEBN
	32		E40S				30	E16S					26				
	30		SEBE		NEBE		35						34				
	35		SE		ENE		32	ESE					40				
	34		E40S				35	E20S		NE			41		E10S	NE	
	31		SE		NEBE		36	E20S					36				
	25		E40S				30	SEBE					36				
	33		E40S		ENE		34	SEBE		name			33		E16S		
	34		SEBE		NEBE		30	E20S		12.30			41				NE
	43		SEBE		NEBE		26	SEBE					30		ESE		
	36		E40S				24						32				
	40				ENE		33	ESE					36		E16S		
	35		E40S				36	E16S		NE			32				name
	35				NEBE		30	ESE					30		ESE		
	40		SE				30						30				
17	23	3				19	75	4				21	75	5			
	40		E29S		NEBE		21	ESE					42		ESE		
	34						31	E20S		NE			44		SEBE		NE
	31						26	E20S					44				
	26		ESE		NE		32	SEBE					42				
	33		E20S				50	SEBE		NEBE			41		SEBE		
	26		SEBE		NE	12.00	26	E20S					23		E17S		NE
	25		E29S				33	ESE		NE			21		EBs		NEBN
	23						31						22				
	26		ESE				44	E20S		NEBE			30		EBs		NEBN
	23		E20S		NE		40	E20S		NEBE			33				
	27		SEBE		NEBE	name	40	ESE		NE			33		ESE		NE
	32						40						30				
	25		E		NE		36	ESE					32				
	15		EBs		NE		4	E16S		name			42		E1/2S		NE
	42		E20S				30	ESE					34				
	42		ESE		NE		35						31				
	33		ESE				40						40		EBs		NEBN
	33		E20S		NE		35	ESE		NE			40				15-7
	33		SEBE		NEBE		45						40				
	30						45						35				
	36		SEBE		NE		43						30				
	35		ESE				34	E16S		NE			34		EBs		NE
	42		E20S		NEBN		33						41				
	41		ESE				34	ESE					33				
18	70	3				20	89	2				22	85	5			



Jun: Hmo. 1625. 29 (21)

Chp 17<sup>th</sup> 27 loguob  $\frac{2}{3}$  ram. puth 23-30 off having lat:  
21-43 and 16-40-18 longi: —

Chp 18<sup>th</sup> in lat: 22-40 and lo: 15-58-8 having ram puth  
31-0 off 25 loguob  $\frac{1}{3}$  —

Chp 19<sup>th</sup> ram: 25 loguob  $\frac{1}{6}$  off 40-50 puth being in the  
lat: 23-45 and longitud 15-4-13 —

Chp 20<sup>th</sup> and 21<sup>th</sup> 6i loguob ram. off 40-20 puth and  
lat: 25-53 lo: 12-40-58 —

Chp 22<sup>th</sup> in lat: 26-55 and lo: 11-34-18 having ram:  
puth 43-0 off 32 loguob  $\frac{1}{3}$  —

June	Knots	Fathoms	Course	Wind	Variation	June	Knots	Fathoms	Course	Wind	Variation	June	Knots	Fathoms	Course	Wind	Variation		
	4 0	3 2	E 1/2 S } nne				4 1	3 2	E 1/2 S } nne				3 6	4 4	Ebn n				
	3 2	3 3					4 3	3 5	E 1/2 S } nne				4 4	5 2		E 1/2 S } nne			
	3 3	3 3					3 5	3 0	E 1/2 S } nne				4 4	4 4		Ebn } nne			
	3 6	3 6					3 0	3 2	E 1/2 S } nne					3 5		3 5	Ebn } nne		
	4 0	3 3	E 1/2 S } nne				3 2	2 5	E 1/2 S } nne				3 5	3 4	Ebn } nne				
	3 3	3 1					2 5	2 4						3 4		4 4			
	3 1	3 3					2 4	3 3		E 1/2 S } nne				4 4		4 3	E } nne		
	3 3	3 3					3 3	3 0		E 1/2 S } nne				4 4		4 3	E } nne		
	3 3	3 0	E 1/2 S } nne				3 3	3 0	E 1/2 S } nne				4 4	4 3	Ebn } nne				
	3 0	3 1					3 0	3 0						4 4		4 4	E } nne		
	3 0	3 0					3 0	3 0		E 1/2 S } nne				4 4		4 6	Ebn } nne		
	3 0	3 0					3 0	3 0		E 1/2 S } nne				4 6		4 6	Ebn } nne		
	3 4	3 0	E 1/2 S } nne				3 3	3 0	E 1/2 S } nne				4 6	5 3	Ebn } nne				
	3 0	3 0					3 0	3 0						5 0		5 0	Ebn } nne		
	3 4	3 0					3 0	3 2		E 1/2 S } nne				4 5		4 5	Ebn } nne		
	2 6	2 5					3 1	3 1		E 1/2 S } nne				4 7		4 7	Ebn } nne		
	2 5	2 6	E } nne				3 1	4 2	E 1/2 S } nne				4 4	4 4	Ebn } nne				
	2 6	2 4					4 2	4 4						4 6		4 6	Ebn } nne		
	2 4	1 2					4 4	4 3		E 1/2 S } nne				4 4		4 4	Ebn } nne		
	2 4	0 6					4 4	4 2		E 1/2 S } nne				4 5		5 0	Ebn } nne		
	2 4	3 2	E 1/2 S } nne				4 3	4 2	E 1/2 S } nne				5 2	5 1	Ebn } nne				
	2 4	2 4					4 3	4 3						5 1		5 1	Ebn } nne		
	2 4	0 6					4 3	4 3		E 1/2 S } nne				5 2		5 1	Ebn } nne		
	2 4	3 2					4 3	4 3		E 1/2 S } nne				5 1		5 1	Ebn } nne		
23	7 3	2				25	8 5	6 8				27	11 1	0					
	2 4	2 4	E 1/2 S } nne				3 3	4 2	E 1/2 S } nne				5 2	4 2	Ebn } nne				
	2 4	3 2					4 2	4 0						5 2		4 1	Ebn } nne		
	3 2	3 3					4 0	4 4		E 1/2 S } nne				4 1		4 1	Ebn } nne		
	3 3	3 3					4 4	4 4		E 1/2 S } nne				4 1		4 1	Ebn } nne		
	3 3	3 0	E 1/2 S } nne				0 0	2 0	E 1/2 S } nne				4 0	3 4	Ebn } nne				
	3 0	3 0					2 0	3 3						3 4		2 7	Ebn } nne		
	3 0	3 2					3 3	3 0		E 1/2 S } nne				2 7		0 0	Ebn } nne		
	3 2	3 2					3 0	3 0		E 1/2 S } nne				0 0		0 0	Ebn } nne		
	3 3	3 3	E 1/2 S } nne				3 0	3 0	E 1/2 S } nne				1 0	0 5	Ebn } nne				
	3 0	3 0					3 0	3 0						0 5		0 3	Ebn } nne		
	3 0	4 0					3 0	3 0		E 1/2 S } nne				0 3		1 0	Ebn } nne		
	3 2	4 0					3 0	3 0		E 1/2 S } nne				1 0		1 0	Ebn } nne		
	3 3	3 3	E 1/2 S } nne				3 0	2 4	E 1/2 S } nne				4 0	3 6	Ebn } nne				
	3 0	3 0					2 4	2 2						3 6		4 2	Ebn } nne		
	3 0	4 0					2 2	3 0		E 1/2 S } nne				4 2		4 4	Ebn } nne		
	3 0	3 7					3 0	3 0		E 1/2 S } nne				4 4		4 4	Ebn } nne		
	2 4	2 3	E 1/2 S } nne				3 2	2 6	E 1/2 S } nne				4 2	4 4	Ebn } nne				
	2 3	2 4					2 6	2 6						4 4		1 2	Ebn } nne		
	2 4	2 6					2 6	2 6		E 1/2 S } nne				1 2		2 5	Ebn } nne		
	2 6	2 6					2 6	2 6		E 1/2 S } nne				2 5		2 5	Ebn } nne		
	2 6	3 4	E 1/2 S } nne				3 0	3 6	E 1/2 S } nne				3 0	2 3	Ebn } nne				
	3 4	4 2					3 0	3 6						2 3		2 3	Ebn } nne		
	4 2	4 2					3 6	3 6		E 1/2 S } nne				2 3		2 3	Ebn } nne		
	4 2	4 2					3 6	3 6		E 1/2 S } nne				2 3		2 3	Ebn } nne		
24	7 0	2				26	7 4	1				28	7 2	5					

Jun.

Anno. 1625.

31 (22)

The 23<sup>th</sup> of Jun a Constellation was aboard the Falcon  
Jaffraw whom was determined that the Lyon  
should over night go a head and carry the light  
untill she came near the Cape by reason she sailed  
worst or but coming near the Cape then that the  
Falcon should carry the light and top a head of the  
Lyon who should top 2 lights the one in the spritsayle top  
and an other on the poop: and the Falcon not to go  
far but still to top sight of the Lyons light in the  
spritsayle top: and if the Falcon by night saw any  
land or had sounding then to shout a word and show  
2 lights and stand back or stay for the admirall  
also determined not to stay at the Cape unless necessitie  
and if by accident any ship or ship was separated  
appear to meet and time of stay limited and how to  
find one about admiral if you from the port or.

The 23<sup>th</sup> and 24<sup>th</sup> in lat: 28-50 lo: 9-34-40 having  
ram: 53 leagues south 41-0 off the 2 days —

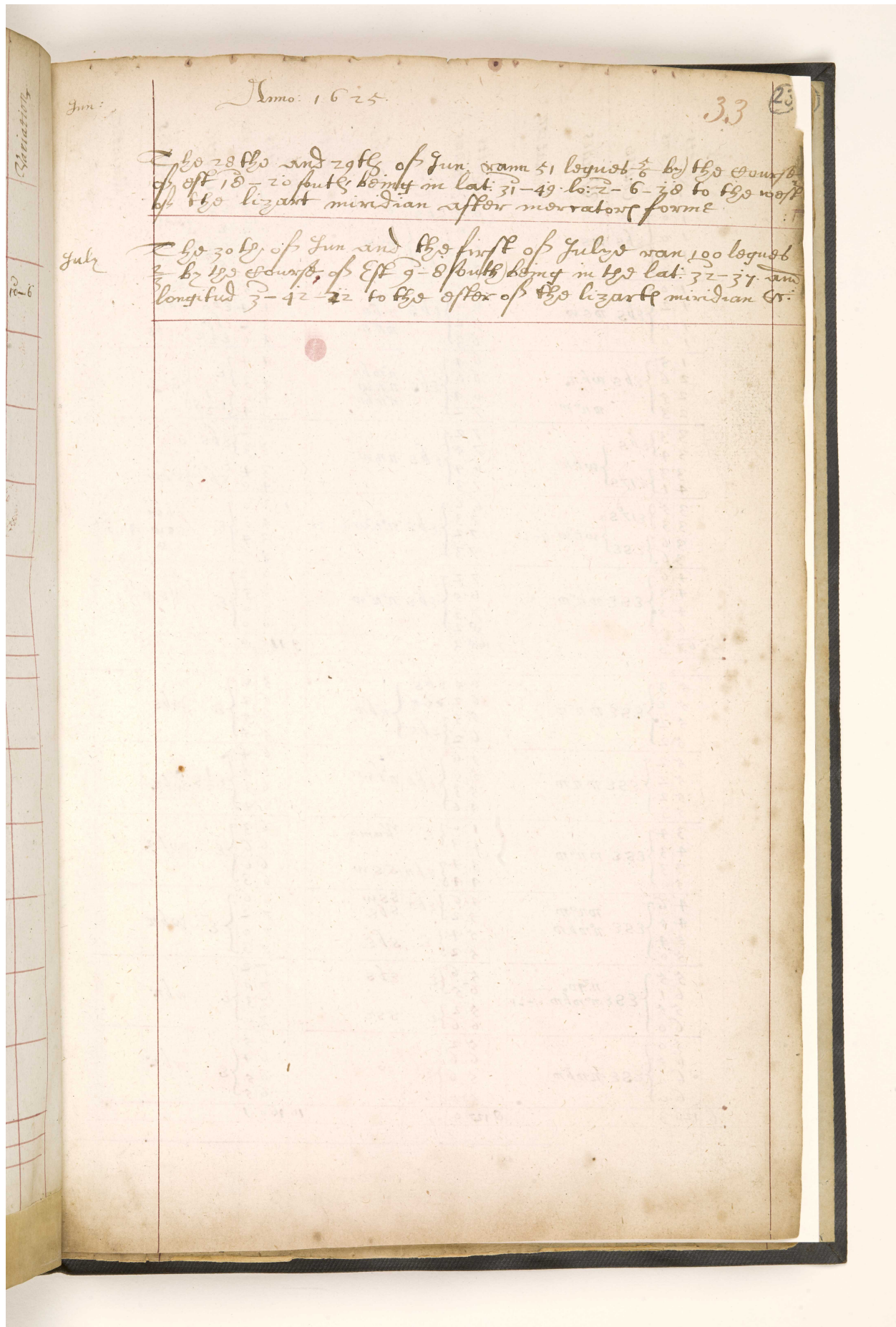
The 25<sup>th</sup> lat: 29-53 lo: 8-18-40 the south hath time  
off 40-40 south 28 leagues to ram —

The 26<sup>th</sup> ram: 24 leagues  $\frac{7}{8}$  by the count of off 29-0 south  
being in lat: 30-29 and lo: 7-3-40 —

The 27<sup>th</sup> lat 30-57 and lo: 4-48-28 count off 14-30 south  
36 leagues  $\frac{7}{8}$  ram —

June	Knots	Fathoms	Course	Winds	Variations	July	Knots	Fathoms	Course	Winds	Variations	July	Knots	Fathoms	Course	Winds	Variations
	3 0						4 0						4 0				
	2 5	520 E				7 2	εbn	n°w				3 4	εzth s ε				
	2 1	ss ε				6 0	ε					3 2					
	2 1	s b ε	εbs			6 0	ε					3 2					
	2 5	s 16 ε	En ε			6 4						3 0					
	3 3	ss ε	n ε b ε			7 3	ε	n°w				2 6	εn° ε s ε	n° b			
	4 1	s ε b ε	n ε b ε			7 0						3 0					
	3 4	ε s ε	n ε			8 6						2 4					
	3 2					4 4	ε	n°w				3 0	εn° ε				
	3 2	εbs	n ε b n			8 1						3 1	ε s n				
	3 6					8 5	ε s ε	n° w b n				3 2					
	3 4	ε 6 n°	n° b ε			8 6						3 0	n ε b ε				
	5 0					5 0						3 0	n ε b ε	ε s ε			
	6 0	ε b n	n w			5 0	ε	s s w				2 0	ε z n				
	6 2					4 6						2 2					
	5 5	ε 1/2 n	n w			4 0						2 0	ε n ε	s ε b ε			
	5 3	ε 1/2 n	n° w			4 4						2 0	n ε b ε				
	6 2					4 3	ε	s s w				1 6	ε z n	s ε b ε			
	6 3	ε	n w b n			4 1						1 6	n ε b ε				
	6 5					4 0						1 4	n ε b ε				
	6 3	ε	n° w b n			4 5						2 4					
	6 3					5 6	ε b s	s s w				2 5	s s w	s ε			
	6 0					5 5						2 3					
	5 5					5 0						2 2					
	29 11 0 2					1 19 9 6						3 6 4 4					
	6 0					4 3	ε 16 s	s b n				1 4	s s w	s ε			
	6 0	ε	n° w b n			5 0	ε b s	s b n				0 6	s w	s s ε			
	5 3					5 2	ε 6 n°	s b ε				1 4	s w b s	s s ε b s			
	4 6					2 5	ε	s b ε				0 0	Calme				
	4 1						Backstays					0 0					
	4 5	ε	n° w b n			2 0	ε s ε					0 0	Calme				
	5 3					2 4	s ε b ε	s				0 0					
	5 0					1 2	ε s ε	twie				0 0					
	5 5					1 2	ε b s	s b n				0 0					
	5 2	ε	w n° w			1 2	ε s ε	s				0 0	Calme				
	5 5					1 2	twie					0 0					
	5 5					1 2	ε b s	s b n				0 0					
	5 5											0 0					
	5 5					3 4						0 0					
	6 3	ε	n° w b n			3 2	ε n ε	s°				0 0	Calme				
	6 6					3 0	ε					0 0					
	7 3					3 3	ε 1/2 s	s b n				0 0					
	7 5					2 2						0 0					
	7 4	ε	n° w b n			2 2	ε 1/2 n°	s s ε				0 0	Calme				
	6 6					2 3						0 0					
	7 2					2 3						0 0					
	7 0					2 5	ε b n°	s s ε				0 0					
	8 0	ε	n° w b n			3 4	ε 16 n°	s ε b s				0 0	Calme				
	8 5					3 0	ε b n°	s s ε				0 0					
	8 4					3 0	ε b n°	s s ε				0 0					
	30 15 2 1					2 6 3 3						4 4 2					

June  
July

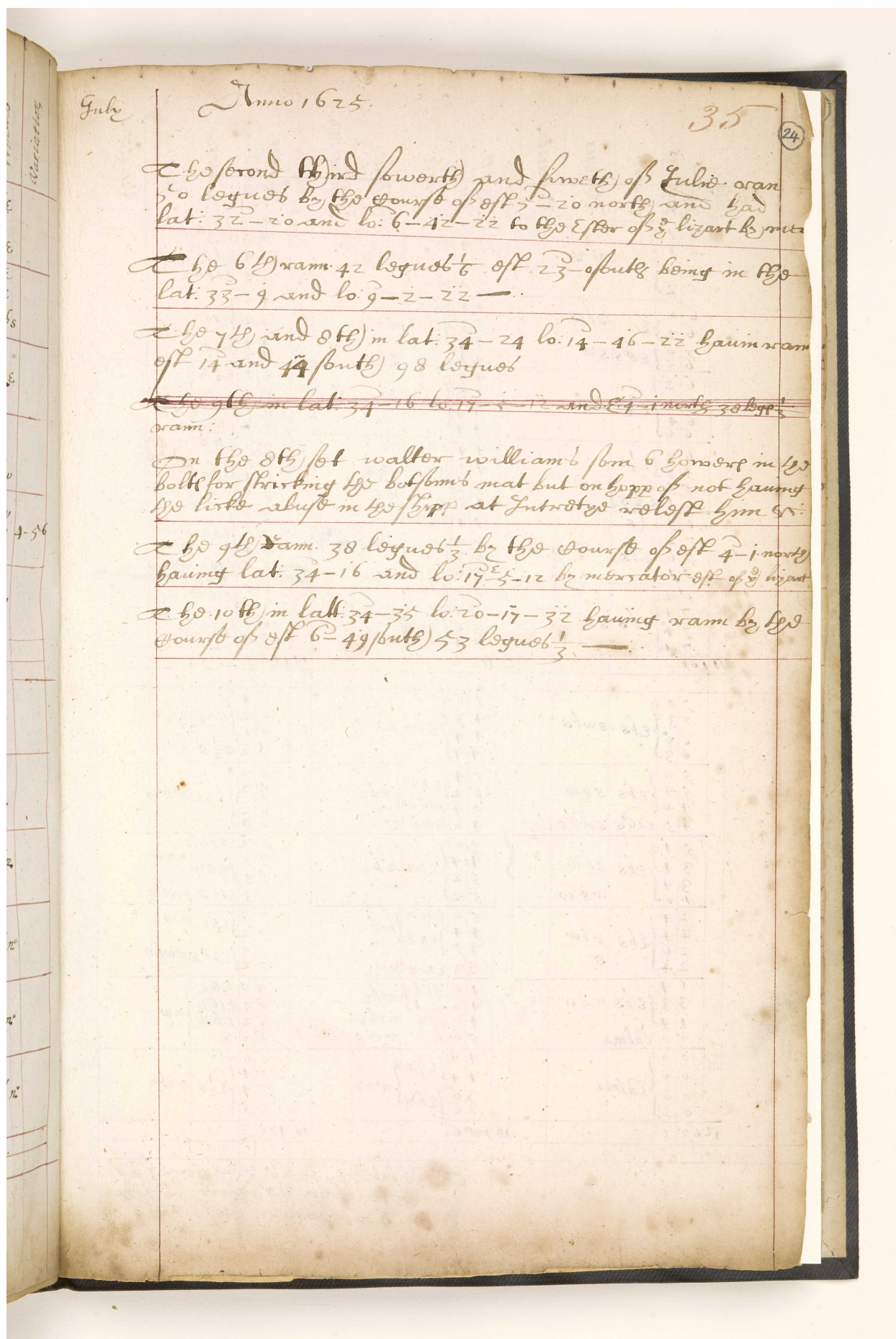


Jun: 33  
Vano: 1625 23  
The 28<sup>th</sup> and 29<sup>th</sup> of Jun. ran 51 logues  $\frac{1}{2}$  by the course  
of the 18-20 south being in lat: 31-49. lo: 2-6-30 to the west  
of the lizard meridian after meridian forme

July  
The 30<sup>th</sup> of Jun and the first of July ran 100 logues  
 $\frac{1}{2}$  by the course of the 9-8 south being in the lat: 32-37 and  
longitud 3-42-22 to the east of the lizard meridian &c.

July					July					July									
Knots	Fathoms	Course	Winds	Variations	Knots	Fathoms	Course	Winds	Variations	Knots	Fathoms	Course	Winds	Variations					
10		} ebs wsw			62	ebs	} n°w			55	e <sup>1</sup> / <sub>2</sub> s	} sbε							
10					70	e				60	e								
12					63	e				55	e <sup>2</sup> / <sub>2</sub>								
10					70	ebs				55	e								
10		} ebs msw			70	} ebs n°w	} n°w			55	6	} sse							
12					60						44		ebs						
10					72						52		ebr						
10		} ebs wbn	} n°w		63	} ebs n°w	} n°w			46	e <sup>1</sup> / <sub>2</sub> s	} sse							
15								64					44	e					
26								66					43						
25								64					40	e <sup>1</sup> / <sub>2</sub> s					
23				72				34											
33		} ebs wbn	} n°w		72	} ebs n°w	} n°w			32	ebs	} s°							
34								75					33						
33								64					34	ebr					
41								73					40	ebr					
35		} e <sup>1</sup> / <sub>2</sub> s wnw 9-37	} n°w		66	} ebs n°w 6-51	} n°w			60		} sbw							
33								73					40	e					
36								72					34						
36								73					50						
46		} esse n°w	} n°w		72	} ebs n°w	} n°w			62		} wsw							
43								65					65	e					
43								73					60						
60								82					60						
5673					7163					9115									
53		} esse n°w	} n°w		65	} ebs n°w	} n°w			56		} wbs							
52								62					62	e					
52								55					55						
52								62					55						
52		} esse n°w	} n°w		56	} ebr n°w	} n°w			64		} e <sup>1</sup> / <sub>2</sub> s wbn							
52								56					63						
52								53					63						
53								46					64						
34		} esse n°w	} n°w		10	} e wame	} n°w			63		} wbr							
43								13					66	e					
33								34					66						
50								44					63						
46		} esse n°w	} n°w		46	} ebr ssw	} n°w			66		} wbr							
45								52					72	e					
54								52					70						
50								52					73						
55		} esse n°w 7-21	} n°w		56	} ebs	} n°w			72		} wbr							
61								65					70	e					
55								52					73						
60								66					70						
50		} esse n°w	} n°w		52	} ebs s°	} n°w			65		} wbr							
65								66					64	e					
60								56					65						
60								55					65						
61263					8127					101601									

July



July

Anno 1625.

35

24

The second third fourth and fifth of July were  
so logarith by the course of off 7-20 north and had  
lat. 32-20 and lo. 6-42-22 to the East of 2. lizart by mer

The 6th was 42 logarith of off 23 of out being in the  
lat. 33-9 and lo. 9-2-22.

The 7th and 8th in lat. 34-24 lo. 14-46-22 having ram  
off 14 and 44 south 98 logarith

~~The 9th in lat. 34-16 lo. 17-5-12 and 27-1 north 30 logarith  
ram.~~

On the 8th of July Walter Williams son of Leonard in the  
boat for striking the boatman's mat but on hope of not having  
the like about in the ship at Introdys was left by him 5.

The 9th was 38 logarith by the course of off 4-1 north  
having lat. 34-16 and lo. 17-5-12 by merator off of 2. lizart

The 10th in lat. 34-35 lo. 20-17-32 having ram by the  
course of off 6-49 south 53 logarith.

July	Knots	Fathoms	Course	Winds	Variations	July	Knots	Fathoms	Course	Winds	Variations	July	Knots	Fathoms	Course	Winds	Variations	
	61	61	E wbr				20	E Ebn	nne				42	E 1/2 n	nne			
	61	61				34	34					43						
	60	60				45	45					34						
	62	62				30	30					35						
	60	62	E wbr				41	E 1/2 n	nne				40	Ebn	nbe			
	62	62				33	33					42						
	70	70				34	34					44						
	65	65	E 1/2 s sw				45	Ebn	no				51	E 1/2 n	nbe			
	62	62				52	52					54						
	64	64				44	44					62						
	62	65	E 1/2 s sw				45	Ebn	ne				70	E 1/2 n	nne			
	65	65				52	52					75						
	64	64				44	44					74						
	63	55	E 1/2 s sw				44	Ebn	ne				70	Ebn	nne			
	55	55				45	45					75						
	61	61				45	45					70						
	65	72	E 1/2 s sw				54	E 1/2 n	nne				70	Ebn	nne			
	72	72				60	60					71						
	76	76				63	63					64						
	71	71	Ebn				56	Ebn	ne				65	Ebn	nne			
	72	72				53	53					65						
	74	74				54	54					70						
	74	74	Ebn				54	Ebn	ne				65	Ebn	nne			
	74	74				56	56					70						
	74	74				54	54					65						
	11 167	11 167					13 113	2					15 13	5				
	70	73	Ebn				56	Ebn	ne				67	Ebn	nne			
	73	73				43	43					62						
	66	66				44	44					61						
	63	63	Ebn				54	Ebn	nne				62	Ebn	nne			
	50	53				62	62					52						
	46	46				54	54					52						
	45	45	Ebn				54	Ebn	nne				62	Ebn	nne			
	51	51				40	40					64						
	34	34				50	50					72						
	34	34	Ebn				44	Ebn	nne				90	Ebn	nne			
	34	34				52	52					85						
	10	10				52	52					83						
	24	24	Ebn				50	Ebn	nne				74	Ebn	nne			
	24	24				44	44					72						
	26	26				35	35					70						
	24	24	Ebn				50	Ebn	nne				72	Ebn	nne			
	14	33				40	40					90						
	14	14				40	40					83						
	00	00	Calme				50	Ebn	nne				90	Ebn	nne			
	00	00				50	50					86						
	00	00				44	44					74						
	00	00	Calme				36	Ebn	nne				74	Ebn	nne			
	00	00				36	36					74						
	00	00				36	36					73						
	12 67	12 67					14 100	6					16 176	3				

*The lat: 34 50 lo: 33-57 by  
merrator from the report in the  
chap been offered to the ship*

July Anno: 1625. 37 25

The 11th in lat: 34-45 and lo: 23-33-2 having ran  
53 logues  $\frac{2}{3}$  by the course of off 3-35 (but) -:

The 12th and 13th 59 logues  $\frac{2}{3}$  ran off 6-13 (but)  
being in lat: 33-3 to 27-10-32 to the off of the bzant:

But on the eleventh at noon I required my mate to  
give me under their hands what lat. and lo. they  
had also how many logues it was to the Cape  
Bar: otherwise or) opinion followeth myn also

I first set down my own Judgment and judg it 103 loges  
to the Cape: with lat. and lo. as on the 11th above -#

(my) mate ~~of~~ had lat: 34-42 lo: 18-41 in plano: and  
Judg it. 188. logues to the Cape

(my) mate Piro had lat: 34-49 - lo: 18-35 in plano  
and 164 loges to the Cape:

(my) mate Hall: had lat: 34-50 lo: 18-00 in plano:  
and 182 logues

(my) mate Ende had bin first for the most part from  
England and Sept his Cabbin Cr.

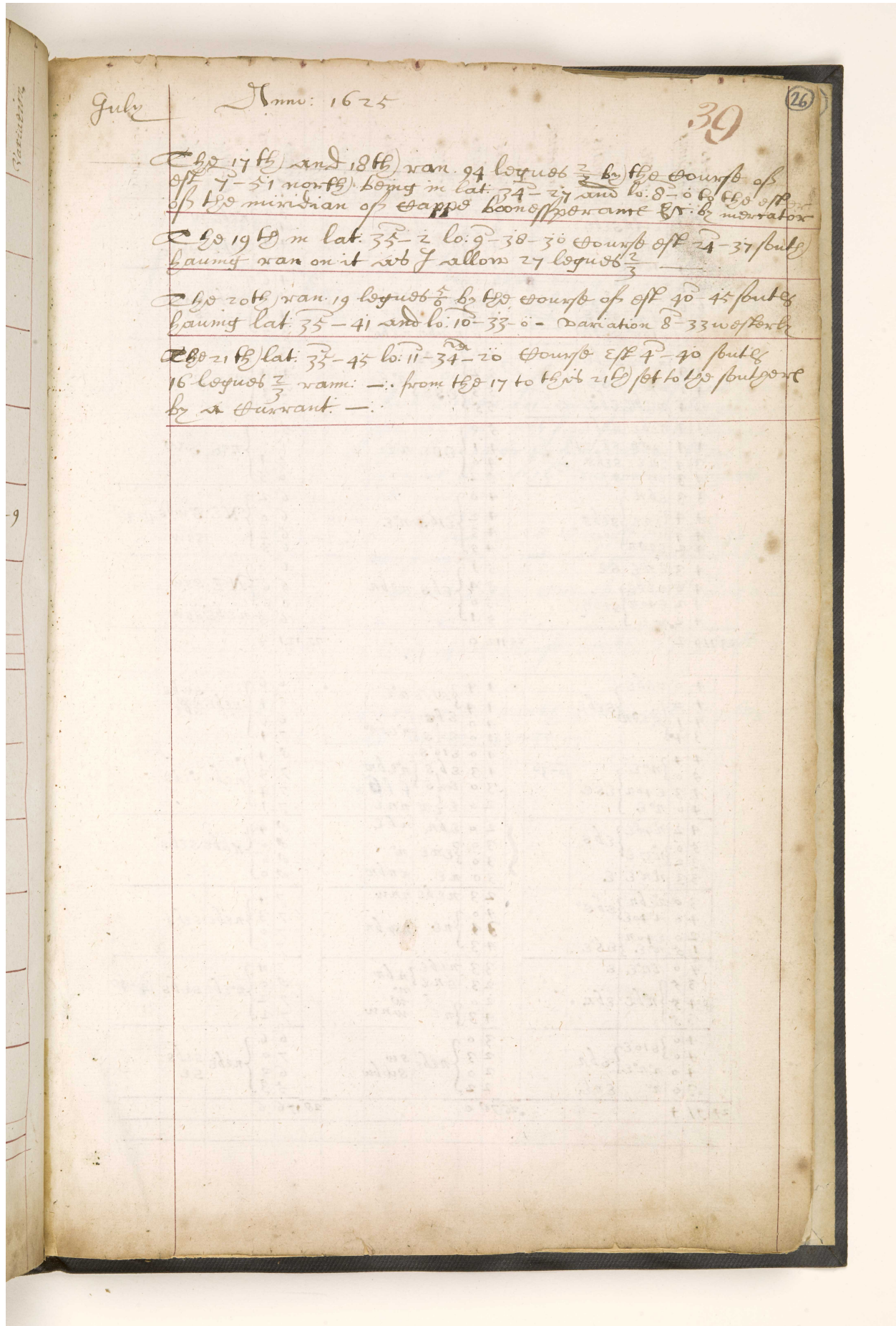
The 14th ran 36 logues by the course of off 2-45 north  
being in lat: 35-00 lo: 29-21-59 -:

The 15th in lat: 34-37 lo: 32-31-57 having ran 46 logues  
by the course of off 9-36 north) and then the Cape land  
bore E 13 north) from 9 or 10 logues and Cap fell bore  
off 3 on north) from 16 or 17 loges from us and soon but  
I had the land at 8 of clock in the morning the 15th  
standing from 4 of clock in night) it so) that I lost sight  
of the flat having lowe from my Comander the 14th  
lat night for I persuaded that in the morn the 15th  
that I should make the land having the most  
variation which is not past 45 or 50 logues to the west  
of it so having on the land I stood back with my  
Comander and argued him how it bore the night  
at noon it being clear we saw it as follows

So at 6 of clock at night the Cape bore  
off 22 - north) from 6 loges from us from where I do  
noton my lo. after mediator to Augusten bar Cr.

(And on the 16th of July) I had lat: 35-1 and lo: 2-19 minute  
to the off of the Cape having ran 46 logues  $\frac{1}{2}$  off 00-54 (but)  
from the 15th so that at night 29 minute more lo. but that it to  
be added to the 15th days lo. if you desire the min. of the Cape

July	Knots	Fathoms	Course	Winds	Variations	July	Knots	Fathoms	Course	Winds	Variations	July	Knots	Fathoms	Course	Winds	Variations								
	7	0	E 1/2 S	n <sup>w</sup>			1	6	ESE	n <sup>w</sup>			4	0	E 20 S										
	0	0							2	3		EBS	n <sup>w</sup>					4	0						
	7	0	E	nwbw			1	6	ESE	wn <sup>w</sup>			4	0	E 40 S	ENE									
	6	2							2	1		ESE	wn <sup>w</sup>					4	0						
	6	7	E	nwbw	7-27		1	5	SE	swbw			4	4	SEBS	ENE									
	7	0										2	2							4	0	SE			
	6	4							3	0						2		6	S 40 E						
	7	0	E 1/2 S	nwbw			3	4	ESE	ws <sup>w</sup>			2	7	E 20 S	NE									
	7	2							4	0						2		0	ESE	NE					
	7	4							4	5		ESE	ws <sup>w</sup>					3	0	EBS	ene				
	7	0							4	0								2	0	E 1/2 N	n <sup>w</sup>				
	7	3	E	wbz			5	3	ESE	wbs			4	1	EBN	n <sup>w</sup>									
	9	7							4	7		S 16 S	w			2		4							
	0	3							3	0		EBS	wbs					4	0	E 20 N	n <sup>w</sup>				
	0	5	E 1/2 S	ws <sup>w</sup>			3	3	SEBS	ws <sup>w</sup>			2	2	E 20 N	n <sup>w</sup>	8-9								
	0	2							4	0		E 20 S	wbs					2	4	ENE					
	0	2	E	wbs			4	0	ESE	wbn			2	3	E 16 N										
	0	2										3	5							2	0	ENE			
	0	0	EBS	swbw			3	7	ESE	wbs			1	7	Calme										
	7	4										5	0								1	4	ENE	wn <sup>w</sup>	
	6	7										2	5								0	0			
	6	4										3	0								0	0			
17	10	2				19	0	3				24	6	3											
	7	3	E	ws <sup>w</sup>			3	0	ESE	wbn <sup>w</sup>			0	0	Calme										
	7	2							3			0	E 1/2 S							0	0				
	7	4							2			0								0	0				
	0	2				E 1/2 S	swbw		2			4	E							0	0				
	6	4	E	sw	7-25		3	0	E	wn <sup>w</sup> 8-33			1	0	NEBE	SE									
	7	0										2	0						1	0	ENE	SBW			
	7	3										1	2						1	2	E 20 N	SBW			
	7	0										1	2						1	6	E 20 N	SE			
	4	5	E 1/2 S	sw			1	0	E	wn <sup>w</sup>			1	0	ENE	SE									
	3	7							0	0		Calme				1		0	NEBE	SE					
	2	5							1	2		E	n <sup>w</sup>	10-5		2		0							
	2	3	EBS	sw			0	6	EBS	NEBN			4	0	ENE	SBW									
	2	2							1	6		E						4	2	E 20 N					
	2	0							2	0		E	n <sup>w</sup>					4	2	E 20 N					
	1	2							1	7		E 1/2 S						3	5	NEBE	SEBS				
	1	6	EBS	sw	7-3		2	3	ESE	NE			4	0	NEBE	SEBE									
	1	6							1	4						3		6	NE	ESE					
	1	7							3	4		ESE	EBN	11-20		4		3	E 40 N	SEBE					
	3	0							3	0		SEBE	NEBE			4		6	NEBE	SEBE					
	2	0	EBS	n <sup>w</sup>			4	0	S 40 E	EBN			5	0	E 16 N	SE									
	2	7							4	1		SE	ENE			5		2							
	3	2							3	4						5		0	ENE	SE					
	3	4							4	0		SEBE	NEBE			5		0							
18	10	1				20	5	3				22	6	4											



July

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(26)

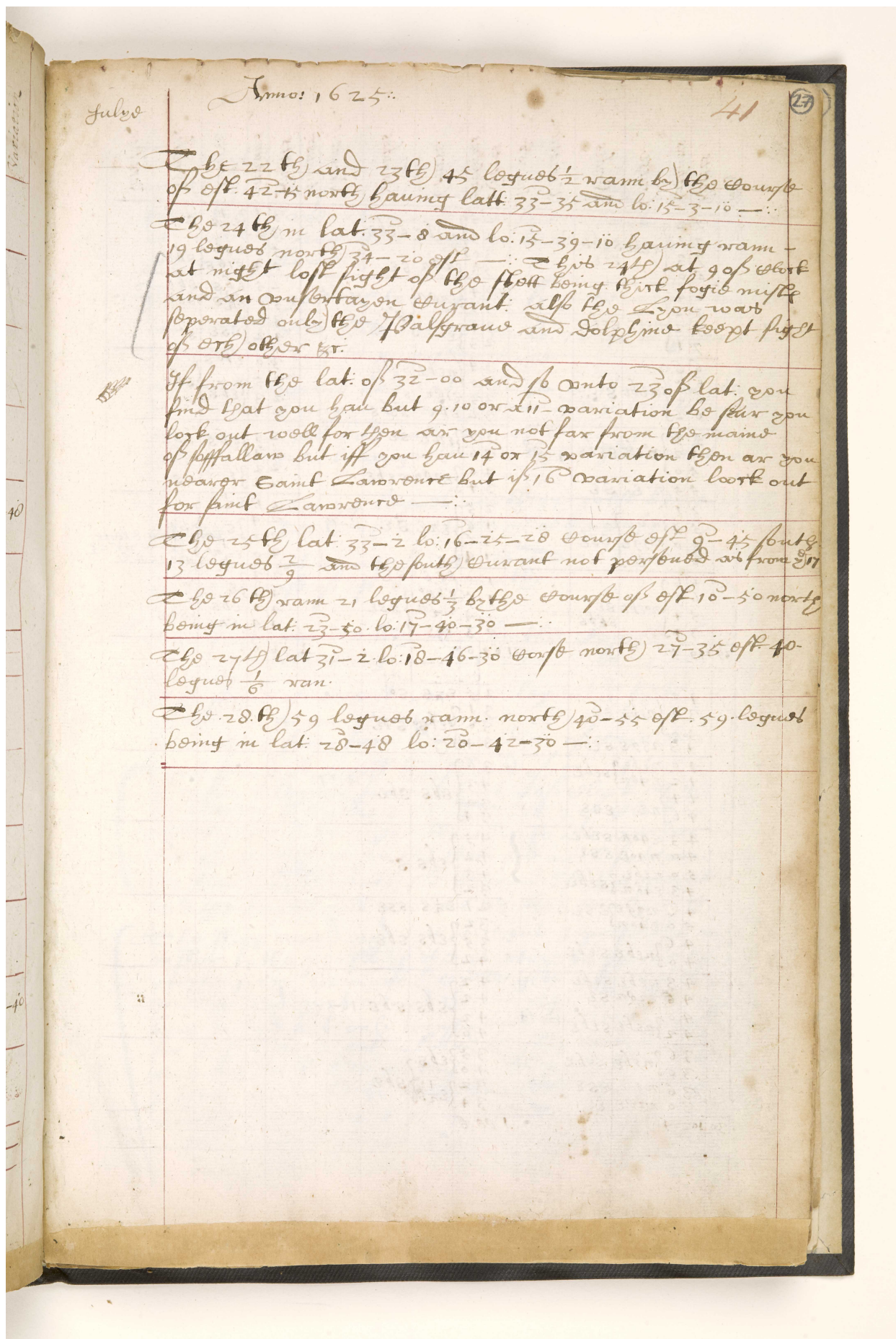
The 17<sup>th</sup> and 18<sup>th</sup> ran 94 logues  $\frac{2}{3}$  by the count of  
off 7-51 north being in lat. 34-27 and lo. 8-6 by the off  
of the meridian of Cape Bonosporame by the meridian

The 19<sup>th</sup> in lat. 35-2 lo. 9-30-30 count off 24-37 foules  
having ran on it with allowance 27 logues  $\frac{2}{3}$

The 20<sup>th</sup> ran 19 logues  $\frac{2}{3}$  by the count of off 40-45 foules  
having lat. 35-41 and lo. 10-33-0 - variation 8-33 westerly

The 21<sup>st</sup> lat. 33-45 lo. 11-34-20 count off 4-40 foules  
16 logues  $\frac{2}{3}$  ran: - from the 17 to the 21<sup>st</sup> set to the foules  
by a current: -

July	Hours	Fathoms	Course	Winds	Variation	July	Hours	Fathoms	Course	Winds	Variation	July	Hours	Fathoms	Course	Winds	Variation
	5 3		εαγδ εβε				4 0	n 17 w					3 0		nεbe w		
	6 0		ενεε				4 0	nε					4 0		nεbe w		
	6 6		ενεε				4 3	nεw					4 4		nεbr wnw		
	6 7		ε16w	εε			4 0						5 0				
	5 6		ενεε	εε			4 0	n n w nε	10-27				4 6		nεbr swbs		
	6 3		ε16w	εβεε			4 4						4 1		sw		
	6 0		ε16w	εβεε			4 6	n w b n nεbr					3 5				
	4 0		nεε	εεε			5 0	εεε					3 0				
	4 4		nεε	εεε			5 2	εεε	nε				4 4		nεε	εεw	
	4 0		nεε	εεε			5 3	εεε	nε				2 3				
	3 4		nεbe	εβε			5 5						3 3				
	3 4		nεbe	εβε			5 0						5 0				
	4 4		εεε	εεε			4 1	εεε	nε				5 0				
	3 4		ενε	εβε			4 0	εεε	nε				5 4		nεε	εεw	
	4 4		ε17nε				5 2						6 3				
	3 3		εβn				4 0						6 2				
	4 4		ενε	εβε			4 2	ε16ε	nε	11-30			6 0		Nε	εεwbs	11-40
	4 4						4 3						6 2				
	4 2		εεε				4 5						6 3		εεε		
	4 3		ενε	εε			5 1						6 0				
	4 0		nεbe				5 4	εβε	nεbr				6 6		Nε	εεw	
	4 2		εεε	εβε			5 0						6 6				
	4 2		nεε				5 1						6 5		nεbe	εεw	
	23 11 6	2					25 11 2	0					27 12 1	2			
	4 0		nεbe				4 4	ε16ε	nε				6 6			εεwbs	
	4 0		εεε	εβε			4 4	εβε					6 7		nεbe	εεw	
	4 1		εεε				4 0	εεε	nεbr				6 6			εεε	
	3 4						4 0	ε16ε					7 4				
	4 4		nεε		10-30		4 3	εβε	nεbr				8 4			εεε	
	5 0		εεε	εεε			3 0	εεε	ε16ε				7 3		nεbe	εεε	
	4 3		nεε				2 0	εεε	nεε				7 4				
	4 0		nεε										7 1				
	4 2		nεε	εβε			2 0	εβn	nεε				8 4			nεbe	εεε
	5 0		nεε				3 0	εεε	nε				8 0			nεbe	εεε
	3 2		nεε				3 0	nε	nεbr				8 6				
	3 3		nεε				3 0	nε	nεbr				8 0				
	3 0		nεbr	εβεε			2 3	nεbe	n n w				7 4				
	4 0		nεε	εβεε			4 0						7 3		nεbe	εεε	
	2 0		εεε				4 4	nε	n w b n				7 0				
	1 5		nεε	εεε									7 0				
	4 0		nεε				3 3	nεbe	nεbr				7 4				
	3 5		nεbe	εβε			2 3	ενε	nε				8 0		nεbe	εεε	17-40
	4 5		nεbe	εβε			2 0	nε	w				7 2				
	3 5						4 3	nε	w n w				7 2				
	4 0		ε16ε	εβε			3 0						6 6				
	4 0		nεε	εβε			2 3	nεbe	εεw				7 0		nεbe	εεε	
	4 0		nεε				2 0	nε	εεw				6 3			εε	
	3 0		nεε				2 2						5 3				
	27 9 1	4					26 7 0	0					28 17 6	6			



July

Anno: 1625.

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27

The 22<sup>th</sup> and 23<sup>th</sup> 45 leagues  $\frac{1}{2}$  way by the course  
of off 42- $\frac{1}{2}$  north having latt 33-35 and lo: 15-3-10 -.

The 24<sup>th</sup> in lat 33-8 and lo: 13-39-10 having way  
19 leagues north 24-20 off - The 24<sup>th</sup> at 9 of clock  
at night lost sight of the boat being first foggy mist  
and an confusion of the way. All the way was  
separated only the Falkland and Dolphin kept sight  
of one another.

If from the lat of 32-00 and so onto 23 of lat you  
find that you have but 9.10 or 11 variation so far you  
look out well for the sea you not far from the main  
of Falkland but if you have 14 or 15 variation then are you  
nearer Saint Lawrence but if 16 variation look out  
for first Lawrence -.

The 25<sup>th</sup> lat 33-2 lo: 16-25-20 course off 9-45 but  
13 leagues  $\frac{2}{3}$  and the south course not pursued as from 20

The 26<sup>th</sup> way 21 leagues  $\frac{1}{3}$  by the course of off 10-50 north  
being in lat 23-50 lo: 17-40-30 -.

The 27<sup>th</sup> lat 31-2 lo: 18-46-30 course north 27-35 off 40  
leagues  $\frac{1}{6}$  way.

The 28<sup>th</sup> 59 leagues way north 40-55 off 59 leagues  
being in lat 28-48 lo: 20-42-30 -.

July	Hours minutes	Course	Winds	Variation	August	Hours minutes	Course	Winds	Variation	August	Hours minutes	Course	Winds	Variation
	7 2	nebe ssebs s° E	s° E			2 5	nebe ssebe				3 1	E 1/2 S s°	sbe	
	7 2					2 3				3 2				
	7 3					3 0				3 0				
	0 0					3 3				3 4				
	6 4	nebe ssebs s° E	s° E	12-42		3 4	E 20 N s° E	14-25			2 5	E 1/2 S sbe	sbe	17-30
	7 2					3 2				5 0				
	7 2					3 4				3 0				
	7 1					2 3				4 2				
	6 6	nebe s° E	s° E			3 4	nebe ssebe				3 0	E 1/2 S sbe	sbe	
	6 5					3 0				2 5				
	6 0					3 3				2 3				
	6 2					3 2				2 5				
	5 3	nebe ssebs s° E	s° E	14-58		3 5	E N E se				2 5	E 1/2 S sbe	sbe	
	5 2					3 6				2 4				
	5 0					4 0				2 2				
	5 2					3 4				2 2				
	5 1	nebe ssebs s° E	s° E			2 5	E N E s° E	16-19			2 1	E 1/2 S sbe	sbe	
	5 4					1 6				2 2				
	5 0					1 6				2 0				
	6 0					1 4				2 0				
	6 6	nebe ssebs s° E	s° E			1 0	E N E s° E				2 3	E s°	sbe	
	6 3					1 5				4 4				
	5 4					2 4				4 1				
	3 4					2 3				4 4				
	29 199	5				31 69	0				2 76	6		
	4 0	nebe se	se			2 5	E 1/2 S s°					E 1/2 S sbe	sbe	
	3 7					3 1				3 0				
	5 0					3 0				3 4				
	7 3					7 3				3 4				
	4 0	nebe se	se			3 6	E 1/2 S sbe	15-37				E 1/2 S sbe	sbe	
	4 2					4 3				3 0				
	4 7					3 0				3 4				
	4 6					4 3				3 4				
	4 3	nebe se	se			4 5	E 1/2 S sbe					E 1/2 S sbe	sbe	
	4 0					4 2				4 3				
	5 0					4 3				3 2				
	4 3					4 3				3 2				
	4 6	nebe se	se			2 1	E 1/2 S sbe					E 1/2 S sbe	sbe	
	5 0					3 2				3 2				
	4 6					3 5				4 2				
	4 0					4 2				4 2				
	4 3	nebe se	se	15-14		4 2	E 1/2 S sbe	16-53				E 1/2 S sbe	sbe	
	4 6					4 2				4 2				
	4 0					4 2				4 0				
	4 2					4 0				4 0				
	3 6	nebe se	se			3 5	E 1/2 S sbe					E 1/2 S sbe	sbe	
	3 0					4 0				4 0				
	3 6					3 2				3 4				
	3 0					3 4				3 4				
	30 102	4				1 00	6							

July

August

July

Anno. 1625.

43 (28)

The 29th in lat. 26-42 and lo: 22-14-0 having warn north 31-52 off 50 leagues. I demand my mate from this day at noon how far distant in leagues it was to Auguston baye by this judgement or by my own following

I Judge it 90 leagues to Auguston from the above latitude and longitude my mate Periro had lat. 26-35- lo: 20-40 in plano: and Judge it 60 leagues to Auguston baye

my mate Sparius had lat. 26-42 lo: 19-28 in plano: to the east of Sappo Boonoperant and 90 leagues to Auguston my mate Hall had lat. 26-45 lo: 20-42 in plano: and 73 leagues to Auguston baye by this judgement

The 30th warn 74 leagues north 37-30 off being in the lat. 25-21 and lo: 23-23-0 to the east of the Sappo Boonoperant

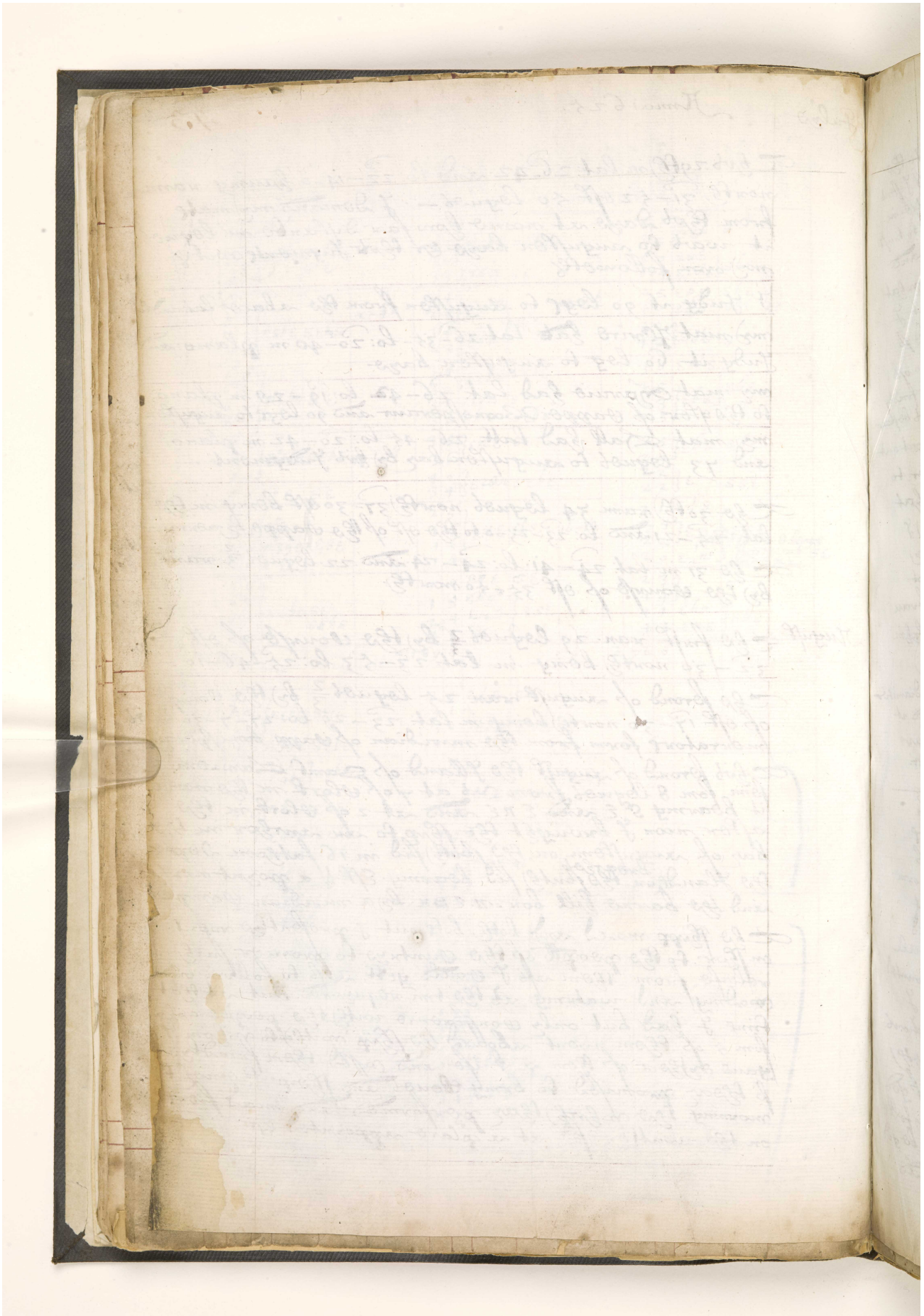
The 31 in lat. 24-41 lo: 24-24 and 22 leagues  $\frac{2}{3}$  warn by the course of off 35-50 north

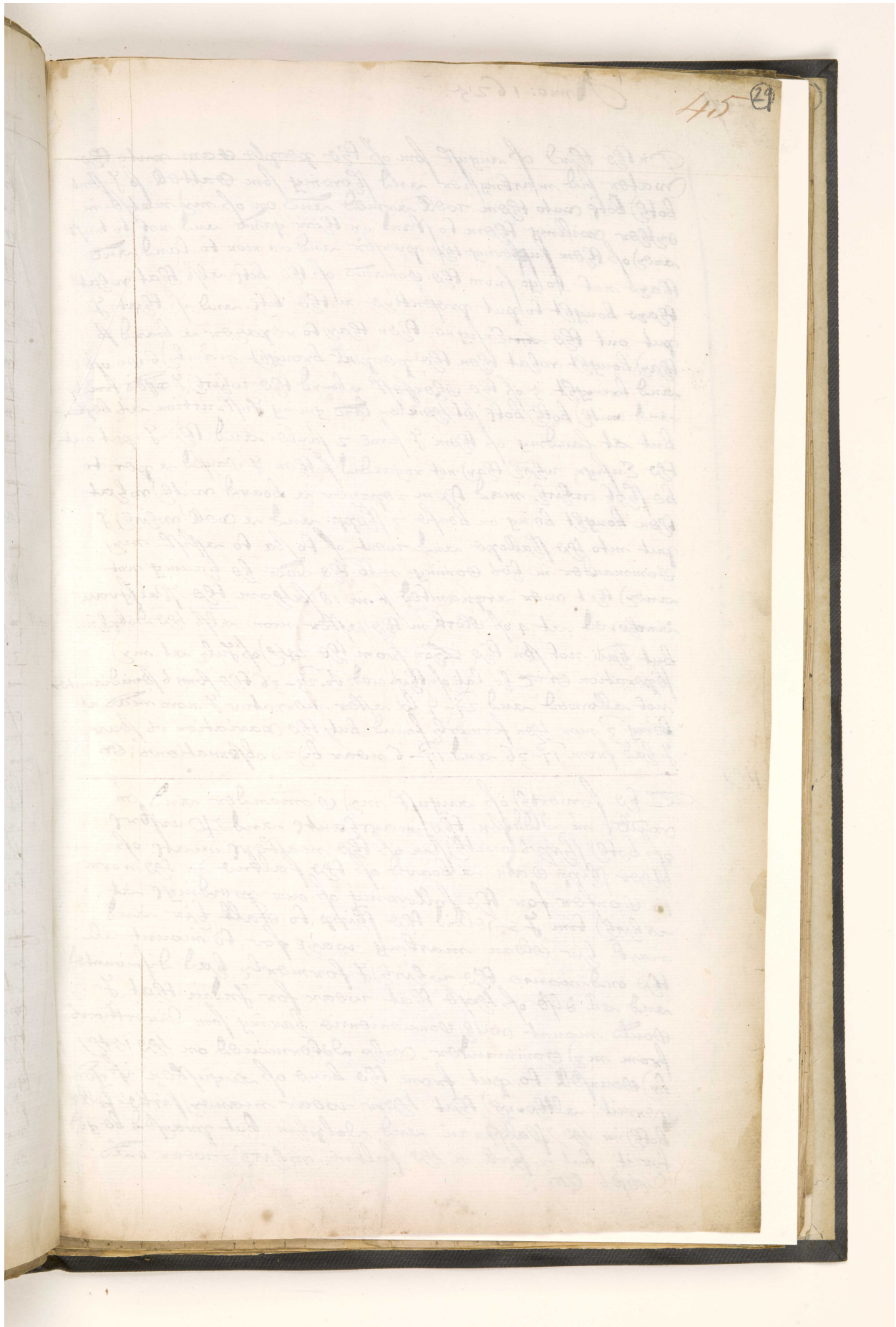
August The first warn 29 leagues  $\frac{2}{3}$  by the course of off 32-30 north being in lat. 23-53 lo: 25-46-10

The second of August warn 25 leagues  $\frac{2}{3}$  by the course of off 17-30 north being in lat. 23-29 lo: 27-7-30 by merittour form from the meridian of Sappo Boonoperant

The third of August the Island of Saint Lawrence some 8 leagues from us at 7 of clock in the morning bearing SE and ENE and at 2 of clock in the afternoon I brought the ship to an anchor in the bay of Auguston on the south side in 16 fathome deep the Island on the south side bearing East  $\frac{1}{2}$  a point north and the barne hill bore N.E.N. by a meridian compass

The ship moved and both boats out I presently went on shore to the people of the country to procure such relief from them as I could yett see to follow on loading and unloading at the time required. but at the time I had but only conference with the people and some of them went aboard the ship with some of them and of them a wife and asked them friendly if they promised to bring about and ship: the next morning they having performed their part made for on the water side at a place appointed &c.





350 August Anno: 1625.

On the third of August some of the people came unto the water side marking fire and showing some cattell so I sent both boats unto them well armed and one of my mates in either willing them to stand on their guards and not to trust any of them suffering they purchase and on more to land and have not to go from the command of the boat also that what they bought to put presently in the boat. and if that I put out the ~~an~~ Ensigne then they to repay or a board so they bought what then the people brought namely 6 Cowes and brought 5 of the bestest aboard the white I called friendly and with both boats set them on land giving instruction as before but at landing of them I gave 2 payles and then I put out the Ensigne white they not regarded so then I caused a per to be shot white made them repay or a board with what they bought being on boafe 3 shopp: and a well white I put into theshallops and went of to sea to assist my Commander in his coming into the road he having not any that was acquainted so in 18 salpome the Falkon anchored at 4 of clock in the afternoon also the Dolphin but had not for the Lyon from the 14<sup>th</sup> of July at my operation or the lat. of this road. is 23-36 the same semidiameter not allowed and 27-4 lo. after meridian I now made it being 3 more than formerly found but the variation is four I had from 17-36 and 17-6 near by 20 observations &c.

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The foreward of August my Commander and I with in addition the marchants and Purser of both ships with some of the masters mates of other ships came aboard of the falcon in the morning to confer for the following of our proceedings at which time I held the ships to fall by and make her clean marking way for to mount all the ordnance the white I formerly had dismounted and all else of these that wear for India that I could mount with convenience having some directions from my Commander. who determined on the 15<sup>th</sup> by counsell to quit from the bay of Auguston if God permit: although that their wear many sixte folle both in the Falkon and Dolphin but prayed to God for it, but 2 fore in the falcon white wear out disce &c.

2 August  
Inno 1625 30

So our conference ended and some report (talking my) com-  
mander will let me to go on land with him and the rest in  
company and that the fallow shall attend on  
him the time of his stay by reason he would not put out his  
barg or requiring my mate of our time of stay I  
will then to hasten in rowing and watering and still to  
keep the shipp fit to saile with all his ordnance also  
being then compleat. and then I went on land with  
my commandor who caused boats to be set out for the  
first men and for the fowling then giving order for his  
feeding and watering the whire on one part so as followe  
I thought 5 of clock at night we had sight of the light  
the whire my commandor would willingly have sent of to sea  
to assist his coming into the bay but night in hand  
and having had but bad weather for 3 or 4 dayes before it  
was thought fit to send off a boat in the morning if the  
weather in sight but it was 2 of clock in the afternoon  
the 5th before we had sight of his ship my commandor will  
me to send off one of the fallow boats on air I thought fit  
to go out and halpe them into the bay on the narrow of  
good gale land. whire to accomplish I willid the whire  
and his company to start into the shallops first being  
at the time required and at midnight I would go forth  
with them whire to give halpe performing being on the  
yll on the south side of the bay by day light but went  
not for the 2th before I took the boats compleat with  
other baggage and bunding about 11th his and taking  
statione measuring distance to ponding the time count  
noon and then observed count of starlab and quadrant  
awiling the men to go to dinner and to be careful not  
to ground their boat my selfe going to the highest of  
the Island to look if I could see some the Island the  
the whire I had sight of and then I caused great  
fire to be made at signal unto him and then we  
towards our boat the whire by most light of the  
whire and his company was fast on ground but  
the water rising we got him a float and then I  
reprehended the whire and the rest for their negli-  
gence and so put from the land laying it to and  
from or off and on with a full mast and signals unto the  
lion by hoisting and striking of the shallops perle  
masting with a flag and hoisting small boat

pat

August. 1625

The water was sign'd out to them to leap near the  
south side of the bar the engine but they being so fast  
some the brother off the galls would not be drawn  
to boats on the south side until I stood with the galls  
and came to an anchor near the galls in 12 fathom  
depth but foule ground I had on the 5th given order  
to the Coxen and his ginge that they should bend  
their graples wapp to the crossbe of the flooke and  
but left the cropp to the stamke of the anchor  
at the ginge which was by them neglected causing  
it to loose the graple with the hafford of our being  
put off to sea and not assisting the Lyon if it had  
bin the like weather that we had for 4 dayes to greater  
former but by our sign'd and shouting the Lyon  
stood with us so I went a board of his and with  
Gods helpe and their assistance brought him to  
an anchor in 10 fathom at 8 of clock at night  
on the south side toward the second bar from the  
river &c.

I after went to my Comander to acquaint  
him what had pass also of neglect or railing  
of Sirhan and worst gunner of the fallen who  
the 5th after my coming a board of his  
from my Admirall the said gunner had plac'd  
an open bag barrell of powder in the midst  
the gunroom and had sett a chaffin dish of  
Golds not 2 foot from it on a staff he saying  
that it was for the chirurgionts use who sayes  
when he saw it that he knew not of and all  
my mate and other officers being it perswaid  
me to show my Comander of it and mate said  
that he had would to be revenged because that  
I had spoken to him about mounting of the ordina  
ordinance on the 4th which he following not  
for which he from harsh speeches from me w<sup>ch</sup>  
requir'd so my Comander examin'd him and  
finding all true also follow'd of his misdoit  
which to prevent by counsel plac'd him on the  
Lyon for abusing in offlye and all the guard  
on the ship so that if the country people had  
mad use of it it might have cost all their  
lives on the ship w<sup>ch</sup> he register will appear

Anno 1625.

49 (31)

August

Entered on the 14th of August our bussinde with gods helpe on  
 the 14th of August al our water in and woad with  
 al men from ship and appointed by our Comander  
 at a meeting aboard the Dolphine the 14th at night  
 to set sail the 15th at 2 of clock in the morn  
 also considered what ever best to go to the offer  
 of John Senona or to the wester of it and concluded  
 to steer direct with it so that if we can see  
 what sort of it by day light and saw it that we  
 should prevent all danger if not some to the  
 port and so if some we should be able to know  
 the distance and bearing of it from Auguston bar  
 also what it might afford if we would so  
 permit the dispute with others and it went  
 to the Chaunc being Comanded to way at before  
 said at tow of clock if wind and weather would  
 permit I being in the falke Comanded of my mate  
 if all the water and woad wear stowed and  
 the ship ready to sail they made answer that  
 all things wear stowed and the ship ready to  
 sail the which I taking care of found it not  
 true for which I reproved them and forthwith  
 went and stowed all things (my mate) the helpe  
 of the Comander being 5 hours before we  
 could accomplish it the port and ordnance all  
 closed and the bolson that day having stowed the  
 sparmast and had left but 2 shrouds on the  
 mast also not on sail fast to ward the haung  
 land our sparde at our first coming into the  
 bay and left the syringe at yard arms of the  
 sail fast and some 2 robbins in the middle of the  
 sail fast which wear so when I should have  
 put to sail but being calm it was day light  
 before my admiral put to sail at which time  
 I was ready and had taken in our bolt and  
 stowed it if he had sailed sooner I would not for the  
 reason said cause the which I reproved my mate  
 and the bolson but they promised more carefulness  
 in after time which I pray god they may have

at 7 set sail the 15th

Anno 1625  
 August 15<sup>th</sup>  
 This 15<sup>th</sup> at 7 of clock in the morning set sail  
 from the bay of Auguston and at 12 of clock  
 at noon we were in the lat. of 23-21 by  
 Barn Hill on the ~~point~~ bearing off 15-0<sup>o</sup> and by  
 was 5 or 6 leagues from it and we were 6  
 leagues from the place where we was in the bay.  
 Now followeth how I approached of 8 or  
 9 days running it being in tabular from  
 honor to honor on the following course  
 from the lat. 23-21 to the 16<sup>th</sup> at noon ran  
 124 mill<sup>es</sup> by the log north 16-0 west so that north  
 33-0 west should have bin my true course the wind  
 lay and variation allowed but I do allow  
 my course north 37-40 west 11 leagues ran and  
 16 21-15 lat and lo: 1-41-40 by meritor 1-34-15 plan  
 17<sup>th</sup> ran 49 leagues  $\frac{2}{3}$  by log north 6-0 off to lat 19-16  
 so far ran 49 logs  $\frac{2}{3}$  n 10 west having lat 19-16. 2-9-40  
 lo: 2-0-45 from Auguston bay  
 19<sup>th</sup> from the 18<sup>th</sup> to the 19<sup>th</sup> ran 68 mill north 10-0 off  
 by log so that n 10-0 west should have bin my true course  
 but differing 5 6 minute lat. by observation I find to  
 have bin near 12 minute off by current to the south  
 so that if I allow distance and difference of lat  
 or course and difference of lat. you must I allow  
 29-30 more west for course but I take the more  
 of my course and distance and allow but 59 mill  
 4 ran by the course of north 19-30 w and being  
 in lat. 18-20 and lo: 2-30-40 by meritor. lo 2-20-40  
 from the 19<sup>th</sup> unto the 21<sup>st</sup> ran 64 mill & at  
 in tabular following may appear so that the  
 course should have bin a true north 25 off  
 was but I find by my observation that I have bin  
 off 20 mill to the north by 2 days it having  
 bin for the most part calm so I allow to have  
 ran 31 leagues by the course of north 25-0 off  
 21<sup>st</sup> being in lat. 16-53 minute lo: 2-8-40 by meritor  
 to the west of Auguston by meritor and lo 2-00-40  
 in plano.

Aug 1625. 51 (32)

august

In the 21<sup>st</sup> of August at 6 of clock in the morn  
John de noua sen and at 12 at noon the after the  
box of 10 of pnt 19 midoll of it pnt 22 of the  
other part box pnt 19 of pnt 2 mill from 26 haung  
lat 16-53 the pnt semidiameter not allowed to: at 10 pnt  
pnt 2-8<sup>m</sup> 40 and 2-00 40

This Island is very low land surrounded round with  
reef from showing above water from under and then it  
is 100 fathoms deep but half a mill  
from them but you shall have 40: 30-20-15-10 and  
8 fathoms but not 100 yards of the depth  
and the reef at 8 fathoms not 20 yards from the reef  
the Island from mill with in them on which was the  
mark of some ship it had wood on it a female  
at parting and many sea fowls and many fish  
about it but what else time would not permit  
to search we only sent off a shallop to it which  
brought this relation with many of land and  
sea fowls &c. the 22<sup>nd</sup> of August

from the 21<sup>st</sup> of August to the 23<sup>rd</sup> ran 135 mill  
by the log: by the course of north 35-40 off west  
the 22-23<sup>rd</sup> of August have made a north 20-30 minute off with  
all depths allowed but allow to have ran north  
35-10 off haung lat 14-40 and 10-36-40 by narrator  
and 10-32-30 in plane from Auguston to the western

24<sup>th</sup> ran by log 60 mill  $\frac{1}{2}$  north 34- off with all allowances  
but haung differed 50 mill in latt. I allow my  
true course north 34-30 off and 20 logue of 6 ran  
haung lat 13-50 10-30-50 by narrator 10-2-0 in plane

25<sup>th</sup> at 6 of clock in the morn we saw the Island  
of Malait bearing ENE from 26 the where it  
is very remarkable to be known as in the morning  
that from the 24<sup>th</sup> ran 58 mill by the course of  
north 30-0 off haung lat 13-0 so that I allow  
23 logue  $\frac{2}{3}$  ran by the course of north 35-0 off  
lat 13-0 10-13- in plane to the offer of Auguston  
meridian

on the tabular side following who please may  
expone these passages at all former in the list  
for I norther and nor tack from but at direct we  
find you distant with winds and etc &c.

1625					August								
August	Hours	Fathoms	Course	Winds	Variation	August	Hours	Fathoms	Course	Winds	Variation		
	63		wzn				10						
	65		nwbw	sw			17		nbe ssw				
	70		n16w				15						
	75		n16w				15						
	70		nnw sw				20		nbe swbs		14-59		
	54						15						
	50						15						
	42						32						
	45		nnw	sw			34		nbe ssw				
	50		n16w				40						
	54		n6w	sw			40		nbe swbs				
	55		n2w				41						
	45		nbw ssw				36		nbe ssw				
	45						30						
	54						27						
	53					25							
	55		n6w	ssw			11		nbe sbe		15-55		
	50		n6w				11						
	44		n6w	sw	16-51		00		Calme				
	40		n6w					00					
	41		no sw				00		Calme				
	41						10						
	46						16						
	55						15						
16		16	129	2		10	49	3					
	56		n6w	swbs			20		nbe sw				
	63		n12w				30						
	60		n6w	sw			23		nbe sw				
	70		n6w				24						
	64		nbe swbs		16-10		34		nbe sw				
	60							40					
	45							41					
	52		n6w	swbs			36		nbe swbs				
	52		n6w				46						
	52		n6w	swbs			46		nbe swbs				
	50		n6w				47						
	50		n6w	sw			46		nbe swbs				
	50		n6w				53						
	40		no ssw				50		nbe swbs				
	40						43						
	43						21						
	40					16							
	35		n12w	ssw			20		nbe sw				
	21		n6w				12						
	20		n6w				16						
	16					10							
	14		nbe ssw				10		nbe sw				
	10						06						
	10						04						
	10						04						
	10					04							
		17	98	6		19	67	6					

August Anno: 1625. 53 (33)

I have bin since to Insett folg in the former and the past  
 go: that was not opposit to the tabular, course by reason  
 it was ruled before the and the Inseting passages  
 from the 25th to the 26th ran by log on several  
 courses brought straight north 7-0 west 5 mill  
 having 16-0 westerly variation so that I allow 5 mill  
 ran by the course of north 29-0 west being in  
 lat: 12-15 lo: 0-14 to the east of Auguston bay by  
 meridian and lo: 18 in plane. the lo: being  
 different from former experiment but the reason may  
 be in the tabulet course expounded

after the running of some 7 leagues from the 25th at noon by  
 log and course north 28-0 west by compass then saw  
 I Johana being off and be south some 8 leagues from us  
 and at 6 of clock the 26th had sight of molollola some  
 7 leagues from us when at noon I brought the ship by  
 anchor in 20 fathoms from mill from shore and 2 mill from  
 the SE point of the Island right against a small town  
 about 2 of clock in the afternoon I weighed from anchor  
 and ran some 3 leagues by the N-west side and anchored  
 in 20 fathoms depth toward of an other town some 3 of  
 a mill from shore and sent on of my mate in the  
 shalopp to my Commander to acquaint him what depth  
 I had set I ran whith I expected by signs but I could not  
 judge he saw from the land being here upon our ship and  
 he being off and had no finding for my mate telling  
 him I had not left then 15 fathoms at I ran by the SE  
 and 20 fathoms at I ran by the N-west toward the land  
 finding his ship with the pursers of the 3 ships and  
 willed that the fallen purser should go with them on  
 land and that I should rid still to take up the boat  
 or sure permission at day could be on the land  
 but the Country people would not impart with  
 any thing untill they had heard from their chief  
 or King so on the 27th I weighed from before the place  
 and ran some 3 mill more to the north west and be north  
 having fathoms depth from 20 to 10 fathoms in which I  
 anchored the King being then resident so that the  
 boat being well armed with men the pursers went  
 on land and made friends with them and promised to  
 have any thing that the Island afforded if that our  
 Commander would them on land at an other town some  
 3 mill more to the N-west of the place on the morrow  
 on his on

August	Hours	Fathoms	Course	Winds	Variations	August	Hours	Fathoms	Course	Winds	Variations	August	Hours	Fathoms	Course	Winds	Variations	
	06						06						32	nebny	eb s			
	06						06		n° E	WSW			33	n16E				
	13		n° E WSW				15		n° E	WSW			34	n° E				
	20						33						20	n° E				
	16		n° E WSW				30	n° E	WSW				00					
	10		n° 1/2 E				35	n° 1/2 E	SWW				00					15-58
	14		n° 1/2 E				42	n° E	SW				00					
	43		n° WNW				40	n° E	SW				00					
	05		n° E WNW				30	n° 40 E	SW				00					
	06		n° 16 E WNW				25		SWW				00					
	05		n° E WNW				22	n° E	WSW				04	n° E	WBS			
	03		n° E SWW				23						10					
	06		n° E SWW				34						33					
	00		Calme				41	n° E	SW				44	n° E	WBS			
	00						40						35					
	36		n° E WSW				42						32	n° E				
	31		n° E				40						20					
	32		n° E				50	n° E	SW				27	n° E	SS E			15-52
	12		n° W ENE		15-3		34		S°				40					
	12		n° W ENE				34						44					
	20		n° E				16	n° E	S				52					
	20		n° 16 E				06						50					
	05		n° E				00		Calme				41	n° E	SS E			
	06		n° E				00						40					
	20	36					23	67	2				24	60	3			
	00						20						42	n° 40 E	SS E			
	00		Calme				16		n° E	SS E			40	n° E	SS E			
	00						14						35					
	00						10						30	n° E	SS E			
	00						30						20	n° E	SS E			
	00		Calme				31		n° E	SS E			13	n° E	SS E			
	00						34						10	n° 20 E	SS E			
	00						36						00	Calme				
	00						31		n° E	SS E			00					
	00		Calme				30			S°			00	Calme				
	00						30						00					
	00						32						25	n° E	W° W			
	00		Calme				60		n° E	S°			20					
	00						63		n° E	S°			30	n° E	SW			
	34		n° E				61		n° E	SSW			22		SSW			
	34						60						24					
	56						50						46					
	45		n° E				50		n° E	SS E			50					
	35		n° E		15-30		43		n° E	SS E	10-10		00	n° E	SSW			
	40		n° E				40						50	n° E	SSW			
	20		n° 16 E				36		n° 30 E	SS E			30	n° 30 E				
	10		n° 6 E				36						32	n° 16 E	SS E			
	00		Calme				21						40	n° W	SS E			
	00						20		n° E	SS E			40	n° W	SS E			
	21	20					23	86	2				25	66	1			

+ + +  
+ + +  
+ + +

John De nana

24<sup>th</sup> lat: 16-53  
lon: 2-8-40 m  
lon: 2-0-30 p

ene  
maiotha

August 28<sup>th</sup> Anno 1625. 55 (34)  
 Upon the 28<sup>th</sup> at 6 of the clock in the morning I ran out to the  
 place appointed and sent on boat to my Commander to show  
 him what had past. He being some 4 mile to the N. W. of it  
 at an anchor with the other ships. Altho I thought if I would  
 have no harm to be done to him if he had signed I was  
 ready but he with me did still and that I should  
 not be on land at the town himselfe with me will  
 in the morning be offered and some 30 or 40 shot for a guard  
 landid night a gainst their ships and so came to the  
 town where the King met him giving (some) entertain-  
 ment as he would but he offered a present which was  
 made him being 2 yards  $\frac{1}{2}$  of cloth, a dagger knife  
 and a broken glass which he accepted and expressed  
 that Capt. Woodall had given him greater allowance  
 showing his better love of his day of arrival and  
 time of setting sail from hence altho of his first separ-  
 ation from him: so he gave leave to us that first to be his  
 attend at his wife and then to be any other matter  
 of his wife's desire upon his people: making use  
 of the time buying fruit and cattle for our sick people  
 our Commander willed that they should fasten for it  
 god permit on the 30<sup>th</sup> he would set sail to be altho with  
 that I should come on the 29<sup>th</sup> at night to him so that he  
 with the 2 cast went by land leaving the purser to  
 follow the buying of such things as were necessary  
 on the 29<sup>th</sup> in the afternoon as appointed I went to  
 my Commander who had written his letter of admitt  
 to leave with the King which he delivered me and  
 altho a ball ring to give him willing me altho to give  
 him some 3 or 4 gallons of sack from our ship by  
 reason he had bought some of him altho the ring to ball  
 payed of his vessel whereby our nation might  
 not molest him for he must complain that the  
 fleet of his own took on of his vessel at his door  
 having these instructions from my Commander altho to bring  
 order to set sail as soon in the morning as I could  
 I took leave of him and went aboard the fallen and  
 willed the water to call at 4 in the morning at which  
 time I caused an anchor to be got to be brought more  
 with a stream anchor and a bower so as to be  
 both I went on land to bring the castles and other  
 provision willing my mate with to war and make  
 sail the wind being from the West as commonly in  
 the morning but calm at noon and at 10 after  
 noon

August					September				
Heights	Distances	Compass	Winds	Variations	Heights	Distances	Course	Winds	Variations
32					00	Calme	sbw		
31					20	w	sbw		
25		n <sup>o</sup> w s <sup>o</sup> e			14		sbw		
24					12		sbw		
13	n <sup>o</sup> bw				12				
20	n <sup>o</sup> w	sse			10	nwb <sup>o</sup> sw			
14	nwb <sup>o</sup>				12				
23					12				
12	nwb <sup>o</sup> sse				00	Calme			
00	Johana tm				13	n <sup>o</sup> w			
00	Johana tm				40		n <sup>o</sup> bw		
00	Calme				34	n <sup>o</sup> bw	n <sup>o</sup> bw		
00	Calme				33	nwb <sup>o</sup>			
24					40		n <sup>o</sup> bw		
26	n <sup>o</sup> w sw				43	n <sup>o</sup> bw	n <sup>o</sup> bw		
40					44		n <sup>o</sup> bw		
34					45	n <sup>o</sup>	e n <sup>o</sup> e		
12	n <sup>o</sup> bw ssw				46		n <sup>o</sup> bw	n <sup>o</sup> bw	
30	nwb <sup>o</sup> sbw				31		n <sup>o</sup> bw	n <sup>o</sup> bw	
40	n <sup>o</sup> ebn <sup>o</sup> sbe				25	n <sup>o</sup> e n <sup>o</sup> e			
44					22		n <sup>o</sup> e n <sup>o</sup> e		
50	n <sup>o</sup> ebn <sup>o</sup> sbe				24		n <sup>o</sup> e n <sup>o</sup> e		
45					24		n <sup>o</sup> e n <sup>o</sup> e		
52					24		n <sup>o</sup> e n <sup>o</sup> e		
26	654				31	643			
	lat. n - 15								
13	n <sup>o</sup> e				16	n <sup>o</sup>			
15	n <sup>o</sup> e				13		ebn <sup>o</sup>		
15	n <sup>o</sup> e	eb <sup>o</sup> s			14		ebn <sup>o</sup>		
10	n <sup>o</sup> e				15	n <sup>o</sup> e			
10	n <sup>o</sup> ebn <sup>o</sup>				20	n <sup>o</sup> e	ebn <sup>o</sup>		
04	n <sup>o</sup> e				12		ebn <sup>o</sup>		
10	n <sup>o</sup> e	s <sup>o</sup> e			00	Calme			
10	n <sup>o</sup> e				00	Calme			
21					00	Calme			
20	n <sup>o</sup> n <sup>o</sup> e				00	Calme			
14		s <sup>o</sup> e			11	n <sup>o</sup>	ebn <sup>o</sup>		
10	n <sup>o</sup> e				10		ebn <sup>o</sup>		
23	n <sup>o</sup> e				14	n <sup>o</sup>	ebn <sup>o</sup>		
24	n <sup>o</sup> e	s <sup>o</sup> e			20		ebn <sup>o</sup>		
10	n <sup>o</sup> e				14	n <sup>o</sup> bw			
00	Calme				21	n <sup>o</sup>	e n <sup>o</sup> e		
06	n <sup>o</sup> w s <sup>o</sup> e				14	n <sup>o</sup>			
05					23		ebn <sup>o</sup>		
00	Calme				16	n <sup>o</sup> e	ebn <sup>o</sup>		
00	Calme				20	n <sup>o</sup> e	ebn <sup>o</sup>		
00	Calme				16	n <sup>o</sup> e	ebn <sup>o</sup>		
00	Calme				20	n <sup>o</sup> e	ebn <sup>o</sup>		
00	Calme				20	n <sup>o</sup> e	ebn <sup>o</sup>		
00	Calme				20	n <sup>o</sup> e	ebn <sup>o</sup>		
00	Calme				20	n <sup>o</sup> e	ebn <sup>o</sup>		
30	225				1	344			

August

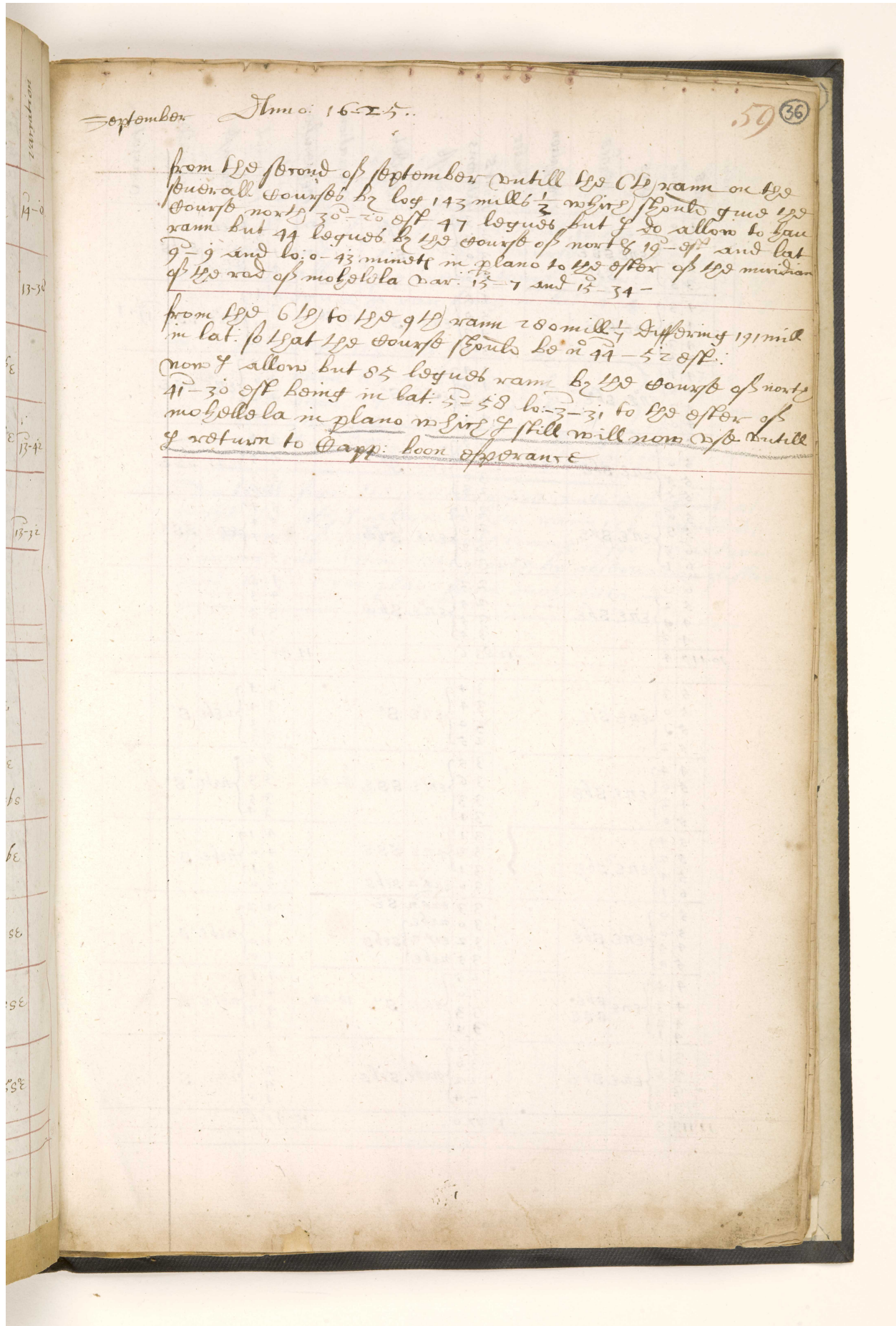
June 16 25

57 35

In our homeward time I effected that by finding on the  
and came with my case full of water into the ship  
which was still for the night I reproved my mate  
quarrel and told him I was for you the bottom boy to  
assist me then I'm unless he would be more careful  
this being the second in that kind now the other ship  
was got 3 loggins from the Island so I was and  
made with them at first at I could and on the 31<sup>st</sup>  
went to my commandor and was going a board of  
the Lyon with m' miller and m' Offler so I went with  
them and being in the Lyon I acquainted what had  
past so then he would m' will m' Emaly and my  
selfe to have ear to hear our shipp at Alder as  
possible and to shew to mark from as deservable  
as might be so I told him I had of the Ordnance  
in the fallow mounted only on pear of the for the Lyon  
but I had mounted 2 of the for the Lyon and the  
brass murderer and if I had the other I  
would mount it to be m' will told me he had it and  
I could see it I also acquainted how weart for the  
the fallow was on the quarters by reason of the  
Camber dark although I had used the best mount  
for the bottoming it having had a Carpenter from the pass  
than at Cambr saw him for that purpose I showed  
them that if I might mark 2 ports on one quarter  
then could I use the 2 ports that I had mounted a  
last on the in the great Habbin or Steerage on right  
foreward so they would me to do it done where was  
performed then I askt him what course he would  
steer he replied at present for Surat as we ran  
for if we find the wind fair offenly then should we  
steer first game if northwesterly then on the souther part  
of India and ply it up as on our former voyage in  
the London so our former ended at went to that  
charge committed them or

30<sup>th</sup> ran north 17 - 20 - west - 21 mill  
31<sup>st</sup> ran north 15 - 30 - west - 59 mill  $\frac{2}{3}$   
September 1<sup>st</sup> first:  
1<sup>st</sup> ran north 2 - 30 - west - 34 mill  
2<sup>nd</sup> ran north 16 - 15 - east - 23 mill  $\frac{1}{4}$   
The brand in lat. 11 - 11 and had not differed in to from  
our riding at Moholla by the bearing for the north end of  
Commeroo bore WBS from 5 loggins from us and by the  
infantaine's Surtans lost sight of the rest of the fleet the  
first of September at 5 of clock at night they having  
a gale and a little wind and calm or

September	Knots fathoms	Cours	toinds	variation	Knots fathoms	Cours	toinds	variation	September	Knots fathoms	Cours	toinds	variation			
	1 1	} nebn esse Calme			0 0	} Calme				3 0	} nebe se		14-0			
	0 6				0 0							2 4				
	0 7				0 0							2 2				
	0 0				0 0							2 2				
	0 0				0 0							2 2				
	0 0	} Calme			2 3	} Calme				2 6	} nebe se		13-30			
	0 0				2 4							3 2				
	0 0				0 0							3 0				
	0 0				0 0							3 1				
	0 0				0 0							3 1				
	0 0	} Calme			0 0	} Calm				4 0	} nebe se sebe					
	0 0				0 0							4 1				
	0 0				0 0							4 0				
	0 0				1 3							4 4				
	0 0				0 0							4 4				
	0 0	} Calme			2 2	} nebe se sebe				4 3	} nebe se sebe		13-42			
	0 0				1 1							4 1				
	0 0				3 1							4 2				
	0 0				3 4							4 0				
	0 0				3 0							4 0				
	0 0	} Calme			3 0	} nebn esse sebe				4 0	} nebe se		13-32			
	0 4				4 4							3 6				
	1 3				4 3							4 0				
	3 0				4 5							3 6				
	3 0				4 5							3 6				
	3 1	} ne esse nebn esse nebn esse			4 5	} ne sebe				4 0	} nebe se					
	3 0				5 0							3 5				
	3 0				5 2							4 0				
	1 4				4 4							4 2				
	4 18				6 5							0 8				
	1 0	} nebn esse nebn esse			4 0	} nebe se				3 4	} nebe nebn esse nebn esse					
	1 0				3 3							3 4				
	1 0				3 2							4 0				
	0 5				4 0							4 3				
	0 0				3 0							4 4				
	0 0	} Calme			3 0	} nebe se nebn esse nebn esse				4 4	} nebe se nebn esse nebn esse					
	0 6				3 3							5 0				
	0 6				3 4							4 4				
	0 0				3 3							4 5				
	0 0				3 3							4 5				
	0 0	} Calme			3 0	} nebe se nebn esse nebn esse				4 5	} nebe se nebn esse nebn esse					
	0 0				3 3							4 5				
	0 0				4 0							5 0				
	0 0				3 3							5 4				
	0 0				3 3							4 3				
	0 0	} Calme			3 3	} nebe se nebn esse nebn esse				4 3	} nebe se nebn esse nebn esse					
	0 0				3 6							4 4				
	0 0				3 3							4 5				
	1 0				4 1							5 2				
	0 4				3 3							5 0				
	1 5	} ne esse nebn esse nebn esse			3 0	} ne sebe nebn esse nebn esse				5 1	} ne esse nebn esse nebn esse					
	3 0				3 0							5 3				
	3 0				2 4							4 5				
	4 1				2 0							5 1				
	4 3				2 0							4 4				
	4 0	} nebn esse nebn esse			3 0	} ne sebe nebn esse nebn esse				5 0	} ne esse nebn esse nebn esse					
	4 0				3 0							5 0				
	2 3				2 3							4 6				
	8 29				7 7							9 11				
	8 29				7 7							9 11				



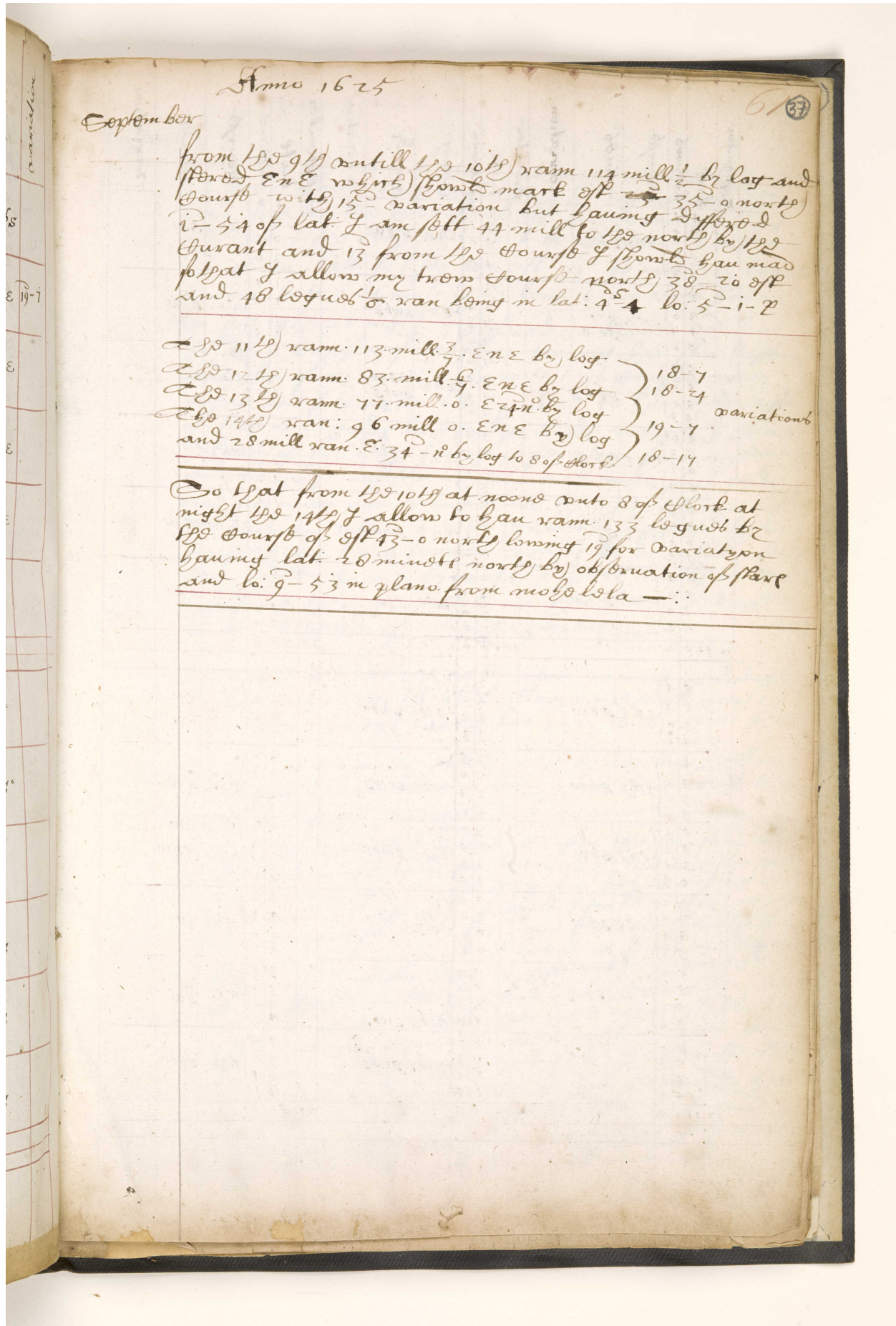
September Thuro: 16-25..

59 (36)

from the strand of September untill the 1<sup>st</sup> ram on the  
 foudrall course by log 143 mill  $6\frac{1}{2}$  whine spouts find the  
 course north  $30-20$  off 47 loguds but I do allow to the  
 ram but 44 loguds by the course of north  $19-9$  and lat  
 $9-9$  and lo:  $0-43$  minuts in plano to the offer of the meridian  
 of the red of moholla var.  $15-7$  and  $15-34$

from the 6<sup>th</sup> to the 9<sup>th</sup> ram 280 mill  $\frac{1}{2}$  differing 191 mill  
 in lat. so that the course spouts lo:  $44-52$  off.  
 now I allow but 85 loguds ram by the course of north  
 $41-30$  off being in lat.  $5-58$  lo:  $3-31$  to the offer of  
 moholla in plano whine I still will now w<sup>o</sup> until  
 I return to Capp: boon appearance

September	Winds	variation	September	Winds	variation	September	Winds	variation
	7 0 3 5 3 5 3 3	ENE SSE SSE		2 3 2 2 3 0 4 3	ENE S S		2 0 1 3 1 5 2 1	NEBE SEBS
	4 3 4 4 4 3 5 2	ENE SBE		4 5 5 0 4 3 5 1	ENE S° 17-36		2 1 3 0 3 3 3 2	ENE SSE 19-7
	4 1 4 5 5 2 4 0	ENE SBE		4 4 4 0 4 2 4 3	ENE S°		4 5 4 6 4 2 4 0	ENE SSE
	5 2 5 0 5 5 5 5	ENE SBE		3 5 4 0 3 0 2 3	ENE S°		4 4 4 5 5 3 5 6	ENE SSE
	5 6 5 3 6 3 6 1	ENE SBE		2 1 2 0 2 2 3 0	ENE S°W		5 4 5 4 5 1 5 2	ENE SSE
	6 0 5 2 4 4 4 3	ENE SBE		2 3 2 5 3 5 3 5	ENE S°W		4 5 4 3 3 5 3 4	
10 117	4		12 03	6		17 96	0	
	5 3 5 0 5 1 5 2	ENE SBE		3 4 3 4 3 0 2 5	ENE S°		3 4 3 4 3 3 3 3	NEBE S°
	4 4 5 0 4 2 5 0	ENE SBE		3 5 3 6 3 3 3 4	ENE SSE 18-20		3 2 3 3 3 5 3 4	NEBE S°
	5 4 5 2 5 4 6 1	ENE SBE		3 1 3 2 3 1 3 0	ENE SSE ENE SSE		4 1 4 0 5 1 5 0	NEBE S
	5 0 5 0 4 5 5 0	ENE SBE		3 3 3 0 3 2 3 5	ENE SSE NEBE NEBE		4 2 4 0 4 0 4 0	NEBE S
	4 5 4 3 4 2 4 1	ENE SBE SSE		2 5 3 0 3 3 3 4	ENE S° 18-24		4 1 4 1 4 3 4 1	NEBE S
	3 1 3 6 3 3 3 3	ENE SBE		3 0 3 0 2 2 2 4	NEBE SEBS		4 0 5 3 4 0 4 0	ENE S
11 113	3		13 77	0		15 97	6	



Anno 1625

September

61 (37)

from 1<sup>st</sup> 9<sup>th</sup> untill 1<sup>st</sup> 10<sup>th</sup> ram 114 mill  $\frac{1}{2}$  by log and  
 stored ENE wher shonts mark off  $\frac{1}{2}$  35-0 north  
 Course with 15 variation but having differd  
 i-54 of lat. I am sett 44 mill to 1<sup>st</sup> north by log  
 Current and 13 from 1<sup>st</sup> Course I shonts hau mad  
 so that I allow my true Course north 38-20 off  
 and 48 logues to ran being in lat: 4-4 lo: 5-1-2

2 <sup>nd</sup> 11 <sup>th</sup> ram 113 mill $\frac{3}{4}$ ENE by log	} variations
2 <sup>nd</sup> 12 <sup>th</sup> ram 83 mill $\frac{1}{4}$ ENE by log	
2 <sup>nd</sup> 13 <sup>th</sup> ram 77 mill 0 ENE by log	
2 <sup>nd</sup> 14 <sup>th</sup> ram 96 mill 0 ENE by log and 28 mill ran E 34-11 by log to 8 of shore	
	18-7
	18-24
	19-7
	18-14

So that from 1<sup>st</sup> 10<sup>th</sup> at noone onto 8 of shore at  
 night 1<sup>st</sup> 14<sup>th</sup> I allow to hau ram 133 logues by  
 1<sup>st</sup> Course of off 43-0 north having 19 for variation  
 having lat 28 minute north by observation of star  
 and lo: 9-53 in plano from north to la -

September	height	fallomb	Course	winds	variation	September	height	fallomb	Course	winds	variation	September	height	fallomb	Course	winds	variation						
	4 1						4 6						2 6										
	3 5	ENE S E					4 1	ENE S E					2 5	NE S W									
	3 2						5 0								2 2								
	3 3						4 3								2 6								
	2 5						3 5								1 7								
	3 0	ENE S E					3 4	ENE S E					1 2	NE S W									
	4 4						3 5						1 3										
	5 6						3 6						1 5										
	5 4						4 0						0 0										
	5 0	ENE S E					4 5	ENE S E					0 0	Calmes									
	5 0						4 5						0 0										
	5 3						4 0						0 0										
	4 0						3 4						0 0										
	6 3	ENE S E					4 3	ENE S E					0 0	Calmes									
	6 1						3 5						0 0										
	6 7						3 0						1 2										
	6 5						3 0						1 6										
	7 0	ENE S E					3 0	ENE S E					2 0	NE N W									
	6 5						3 3						2 0										
	7 3						3 2						2 0										
	5 4						2 5						2 0										
	5 6	ENE S E					2 3	ENE S E					2 2	NE N W									
	5 4						2 4						1 2										
	5 2						2 2						2 0										
16	12 5 0						10 0 0						20		33	3							
	5 4	ENE S E					2 6	NE S E					1 6	NE N W									
	5 4						2 3						2 2										
	5 0						2 2						3 3										
	4 0						3 3						2 5										
	4 5	ENE S E					2 5	NE S E					3 0	NE S W									
	4 0						2 4						3 5										
	3 6						2 4						2 2										
	3 6						2 6						3 0										
	5 3	ENE S E					3 0	NE S E					3 2	SW									
	5 2						2 5						3 4										
	5 4						2 0						3 2										
	5 3						1 5						4 0										
	4 2	ENE S E					0 0	Calme					4 2	NE W									
	3 4						0 0						4 2										
	4 4						0 0						4 0										
	5 3						0 0						4 1										
	5 0	ENE S E					0 0	Calm					4 5	NE S W									
	5 3						0 0						5 0										
	5 3						0 0						4 0										
	5 2						1 0						4 3										
	6 0	ENE S E					1 5	NE S E					4 4	NE S W									
	5 3						1 3						3 0										
	5 3						1 4						3 1										
	5 3						1 4						3 1										
17	11 7 4					19 3 8					21	8 5	1										

Anno: 1625 6. 38

September

from the 14<sup>th</sup> at 8 of clock at night untill the 18<sup>th</sup>  
 at noon ram 134 logues 134 by log white spots  
 have bin by the course of 41-30 north long  
 19-20 for the variation but by observation & differ  
 2-40 in latt. so I ran off 24-40 north 134 logues  
 having latt 3-16 north and long 16-1 in plano: from mo sola

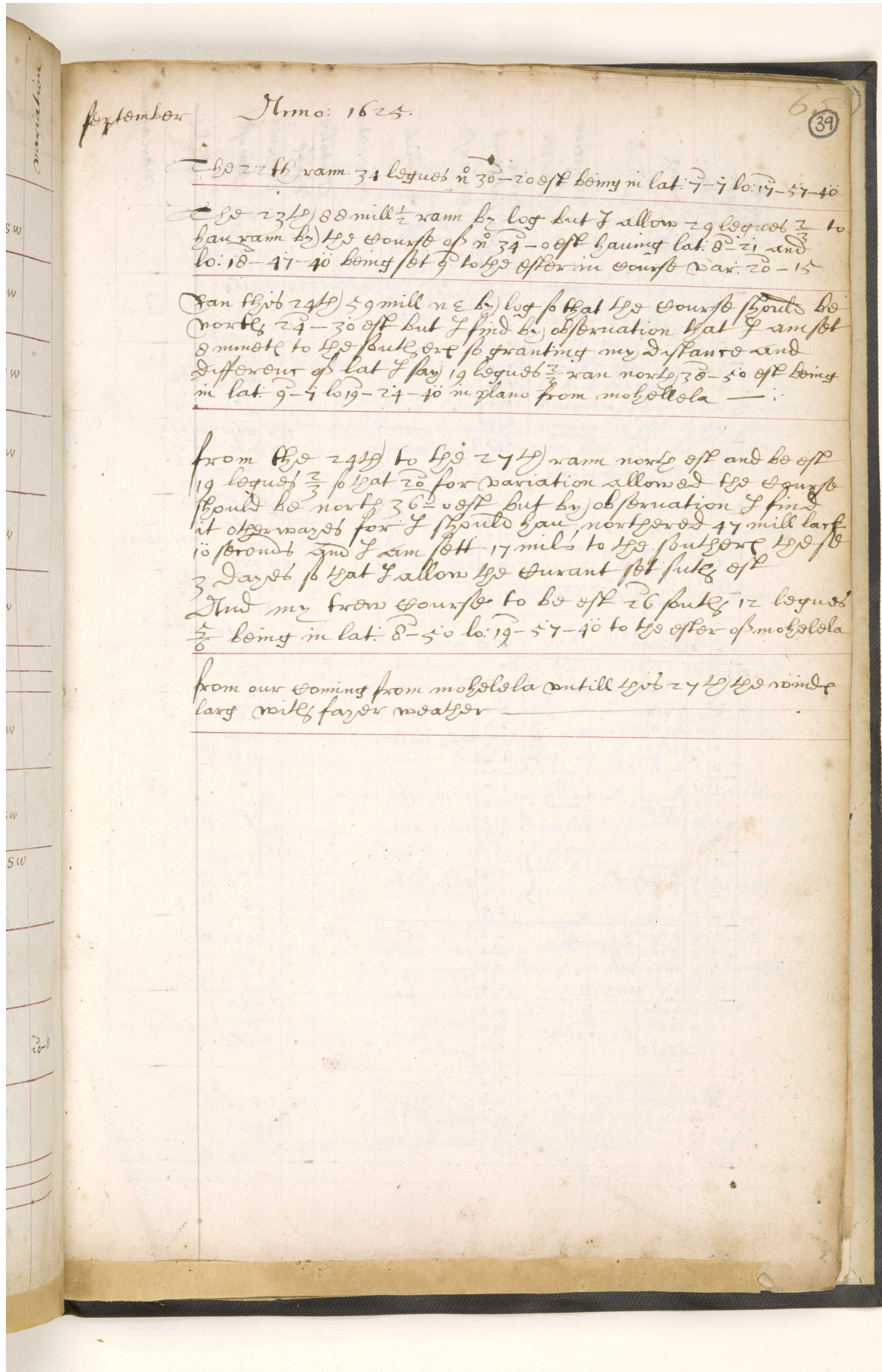
the 19<sup>th</sup> at night I suffered 20 blows and more  
 by the Coxson of the ship having had some difference  
 with some of my mate who with the Coxson wear  
 great and I think had plotted to have made use  
 of the ship and goods to the west end wher I was  
 get out of from the bin of separation from my command  
 and by gods assistance delivered with just goods  
 and provision remaining unto the President of  
 Surat by whom I was unjustly displaced he with  
 my servants being former vowed to do what might  
 they woud to me because I spent but in the  
 opposing them formerly in that I was intrusted  
 in the behalf of my employers —

from the 18<sup>th</sup> to the 20<sup>th</sup> ram 72 mill and differ  
 in latt: 1-6 minute so that I allow my course north  
 23-08 24 logg having latt: 4-22 lo: 16-29-10 plano

the 21<sup>st</sup> ram 85 mill 1/2 off by log but I allow  
 28 logues 1/3 ram being in latt: 5-39 lo: 17-6-10 off to be  
 north 35-40 off variation 18-36 minute —

the 21<sup>st</sup> I caught Robert Griffon the Coxson mat  
 to be lard in the bolts for voluing of the Coxson whom  
 I had lard by the logg 19 for hit a bussing and  
 also followd at after so that I forbade that none  
 shoud converse with him nor that he shoud see  
 land) other but on ground of bread & daye and water  
 and because I woud have it performed I vowed  
 that my speake woud have but 1/2 of bread a day and  
 water so long as he had that diet wher I shoud be  
 untill I met my commander or came to Surat the  
 lord gave me leave but the sayd Griffon he woud  
 arrears him and give him what he woud have  
 and also vowed that he woud live and  
 spend hit life for him for wher I put him  
 by the halfe a part from hit mat —

September	knott	faltrumb	Down/b	wind	variation	September	knott	faltrumb	Down/b	wind	variation	September	knott	faltrumb	Down/b	wind	variation
	3 4						3 6						0 0	calm			
	3 5	n <sup>e</sup> e	swbw				3 4	n <sup>e</sup> e	wbn				1 0				
	4 2						3 4						0 3	nebe	sw		
	3 5						3 5						0 3				
	3 6						3 6						1 2				
	3 4	n <sup>e</sup> e	swbw	20-15			3 4	n <sup>e</sup> e	wnw				0 6	nebe	ssw		
	3 5						3 5						1 1				
	3 1						3 1						0 5				
	3 4						3 0						0 5	nebe	sw		
	4 0	n <sup>e</sup> e	swbw				2 6	n <sup>e</sup> e	w				0 4				
	4 5						2 6						0 3				
	4 4						2 6						0 6				
	5 1						2 5						1 0	nebe	ssw		
	4 5	n <sup>e</sup> e	swbw				2 3	n <sup>e</sup> e	w				0 6				
	4 6						2 0						1 2				
	4 3						1 3										
	5 6						1 6						1 4				
	5 0	n <sup>e</sup> e	sw				1 2	n <sup>e</sup> e	w	20-30			1 7	nebe	ssw		
	4 0						1 1						2 0				
	4 0						1 1						2 0				
	4 6						1 0						1 3				
	4 5	n <sup>e</sup> e	sw				0 6	n <sup>e</sup> e	wbn				2 1	nebe	sw		
	3 5						1 2						1 5				
	3 4						1 1						1 3				
	22 10 1	2					27 58	6					26 26	1			
	3 1						1 1						0 6				
	3 2	n <sup>e</sup> e	nw				1 7	n <sup>e</sup> e	wnw				1 1	nebe	ssw		
	3 5						2 0						1 0				
	3 3						2 4						1 2				
	4 0						1 6						0 6				
	3 5	n <sup>e</sup> e	nw				1 2	nebe	n <sup>e</sup> w				1 0	nebe	ssw		
	4 3		wbn				2 0						0 7				
	4 4						2 1						0 7				
	4 3						1 5						0 3	nebe	ssw		
	4 1	n <sup>e</sup> e	swbw				1 4	nebe	n <sup>e</sup> w				0 0				
	4 0		wbs				1 1						0 0	calm			
	3 6						0 5						0 0				
	4 0						1 0						0 0				
	4 3	n <sup>e</sup> e	wbn				1 0	nebe	n <sup>e</sup> w				0 0	calm			
	3 3						1 1	nebe	n <sup>e</sup> w				0 0				
	3 2						1 1						0 0				
	3 5						0 6	nebe	n <sup>e</sup> w				0 0				
	3 3	n <sup>e</sup> e	sw				0 5						0 0	calm		20-0	
	3 4						0 0	calm					0 0				
	3 3						0 0						0 0				
	3 4						0 0						0 0				
	3 0	n <sup>e</sup> e	w				0 0						0 0	calm			
	3 0						0 0						0 0				
	3 0						0 0						0 0				
	3 0						0 0						0 0				
	23 00	4					25 25	5					27 7	1			



September Anno: 1625.

65  
39

The 22<sup>th</sup> ram. 34 leagues n 30-20 off being in lat. 7-7 lo: 19-57-40

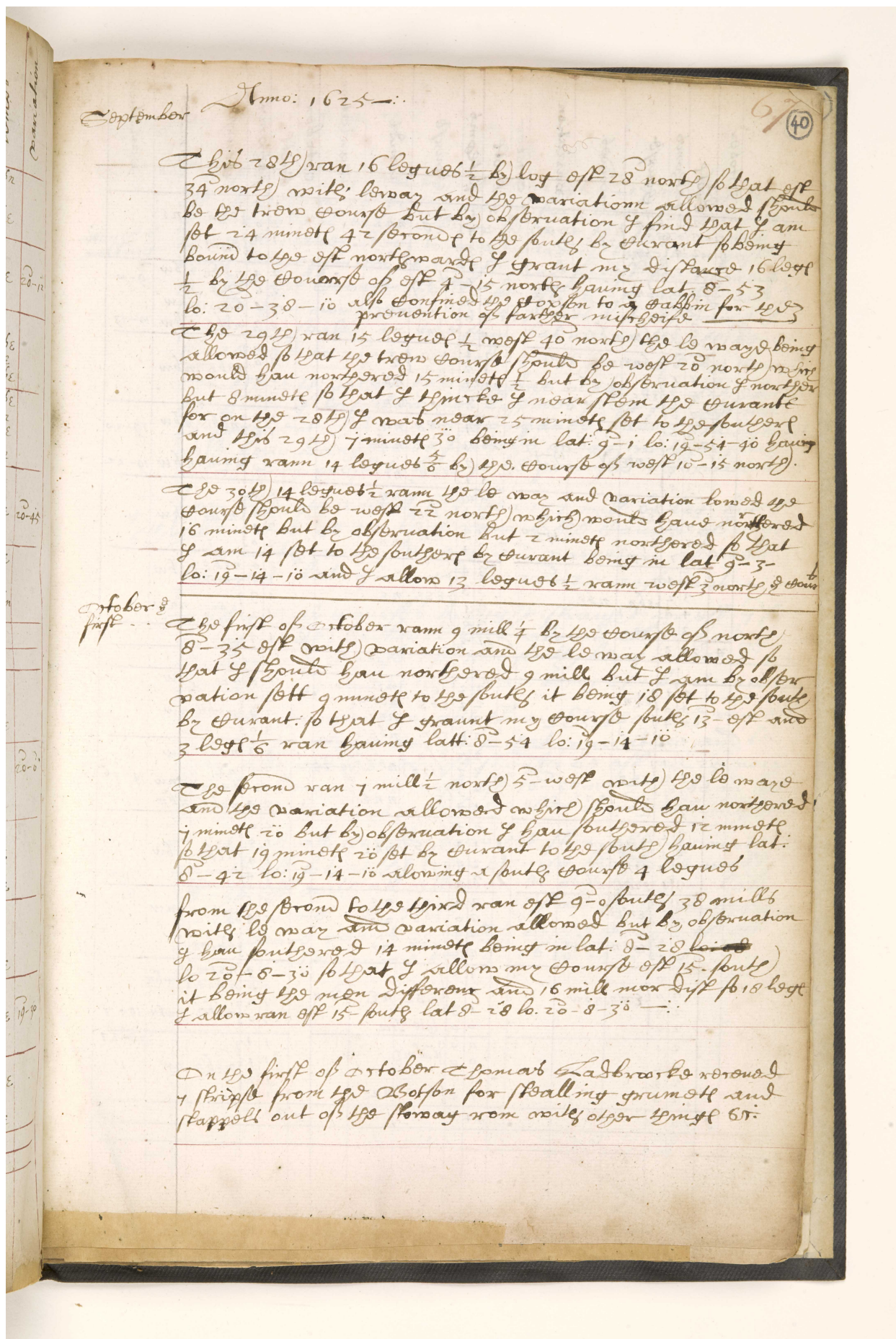
The 23<sup>rd</sup> 88 mill  $\frac{1}{2}$  ram by log but I allow 29 leagues  $\frac{2}{3}$  to  
have ram to the course of n 34-0 off having lat. 8-21 and  
lo: 18-47-40 being set off to the offer in course var. 20-15

Jan this 24<sup>th</sup> 59 mill n e by log so that the course should be  
north 24-30 off but I find by observation that I am set  
8 miles to the south, or so granting my distance and  
difference of lat I say 19 leagues  $\frac{2}{3}$  ran north 38-50 off being  
in lat. 9-4 lo: 19-24-40 in plane from mohollala

from the 24<sup>th</sup> to the 27<sup>th</sup> ran north off and be off  
19 leagues  $\frac{2}{3}$  so that 20 for variation allowed the course  
should be north 36-0 off but by observation I find  
it otherwise for I should have northward 47 mill less  
is found and I am set 17 miles to the south of the  
3 days so that I allow the current set south off  
And my true course to be off 26 points 12 leagues  
 $\frac{2}{3}$  being in lat. 8-50 lo: 19-57-40 to the offer of mohollala

from our coming from mohollala until the 27<sup>th</sup> the wind  
large with fair weather

September					September					October				
knots	fathoms	hours	WINDS	Variation	knots	fathoms	hours	WINDS	Variation	knots	fathoms	hours	WINDS	Variation
0 0	0 0		Calme		1 6	n 20 w	n e			0 6	w b n	n e b n		
0 0	0 0				2 3	n w b n	n e b n			0 0	Calme			
1 1	1 1		n e b e n b w		2 2	n w b n	n e b n			1 2	e 2 n	n b e		
1 4	1 4				2 1					1 1	e b n	n b e		
1 0	1 0		n e b e n b w	9-55	2 4	n w b n	n e b n			1 0	e 10 s			
1 0	1 0				1 6	n 20 w	n e b n			1 2	e s e	n e	20-12	
2 3	2 3				1 1	n w b n	n e b n			1 2	e 20 s			
2 3	2 3				1 0					2 2	e s e			
2 5	2 5	e	n n e		1 0					1 3	e s e	n e		
3 2	3 2	e 1/2 n	n b e		1 4	n n w	n e			2 0	s e b e	n e b e		
2 5	2 5				1 0					1 0	e e	e n e		
3 0	3 0		e n e n e		2 0					0 6	n b w	n e b e		
3 3	3 3				2 3	n n w	n e			1 6	n b w	n e b e		
3 2	3 2		n e b e n b w		2 4					1 3	n b e	e b n		
3 0	3 0				2 3	n w b n	n e b n			1 4	n e	e n e		
3 5	3 5				2 2	n w b n	n e b n			1 1	n b e	e b n		
2 3	2 3		n e b e n b w		2 4	n w b n	n e b n			1 5	n b w	n e b e		
1 6	1 6		e b s n e b n		1 6					1 1	n b e			
1 4	1 4				2 0	n w	n n e			1 3	n e	e n e	20-45	
2 1	2 1		n e b e n b w		1 4					1 1	n b e			
2 4	2 4	n s o e	n b w		1 2					1 2	n b w	n e b e		
2 3	2 3				1 2	n w b n	n e b n			1 1	n n w	n e		
2 2	2 2		n e n e n n w		1 1					1 2	n w b n	n e b n		
2 5	2 5				1 5					1 1				
28 52 0					30 44					2 30 5				
September					October					October				
2 0	2 0	e 40 n	n n w		0 0					0 0	Calme			
3 0	3 0	e 2 n	n n e		2 0					1 2	e s e	n e		
0 0	0 0	Calme			1 2	e b s	n e b n			2 0	e 40 s	n e b e		
3 3	3 3	n n w	n e		1 4					2 1	s e b e	n e b e		
1 1	1 1				2 0	e b s	n e b n	20-20		1 6	e s e	n e	20-0	
0 5	0 5		n n w n e	21-10	2 2	e b s	n e b n			2 0				
1 6	1 6				2 5	e 1/2 e	n n e			1 5	e	n n e		
2 0	2 0				2 5					1 5				
1 5	1 5				2 0	e b s	n e b n			1 4	e 16 n	n b e		
2 3	2 3		n n w n e		2 2					1 4	e b n	n b e		
2 4	2 4				2 2					1 6	e b n	n e b e		
2 2	2 2				2 1					2 2	e	n n e		
2 0	2 0	n n w	n e		2 2	n n w	n e			2 1	e s e	n e		
2 4	2 4	n 40 w	n n e		2 4	n w b n	n e b n			2 0				
3 3	3 3	n w b n	n b e		2 3	n 40 w	n n e			2 2	e	n n e		
3 2	3 2	n w	n n e		2 4					2 5	e	n n e		
2 2	2 2	n w b n			2 1					2 1	e 1/2 n			
2 4	2 4	n w	n n e	21-35	2 2	n 40 w	n e			1 6		n b e	19-30	
3 0	3 0	n w b n			2 0	n w b n	n e b n			2 3	e b n			
3 0	3 0				1 5					2 2				
2 4	2 4	n n w	n e		1 6	n e				3 0	e	n n e		
2 5	2 5	n 20 w	n e b n		2 2		e n e			2 5	e 1/2 e	n n e		
3 0	3 0				2 0	n 1/2 w				3 0	e	n n e		
2 3	2 3	n w b n			1 0					2 4	e	n n e		
29 56 0					1 48 3					3 49 2				



September Anno: 1625.

40

The 28th ran 16 leagues by log off 28 north so that off  
34 north with leeway and the variation allowed should  
be 12 from course but by observation I find that I am  
set 24 minute 42 from the point by current so being  
bound to the off northwards I grant my distance 16 leagues  
by the course of off 4-15 north having lat. 8-53  
lo: 20-30-10  
*pronunciation of farther northwards*

The 29th ran 15 leagues west 40 north the leeway being  
allowed so that the true course should be west 20 north  
would have northward 15 minute but by observation I northward  
but 8 minute so that I strike I near from the current  
for on the 28th I was near 25 minute set to the point  
and the 29th 7 minute 30 being in lat. 9-1 lo: 19-54-40 having  
having ran 14 leagues by the course of west 10-15 north.

The 30th 14 leagues ran the leeway and variation toward the  
course should be west 22 north which would have northward  
16 minute but by observation but 2 minute northward so that  
I am 14 set to the point by current being in lat. 9-3  
lo: 19-14-10 and I allow 13 leagues ran west 3 north of course

October  
first

The first of October ran 9 mill by the course of north  
8-35 off with variation and the leeway allowed so  
that I should have northward 9 mill but I am by obser-  
vation set 9 minute to the point it being 18 set to the point  
by current so that I grant my course 13 off and  
3 leagues ran having lat. 8-54 lo: 19-14-10

The second ran 7 mill north 5 west with the leeway  
and the variation allowed which should have northward  
7 minute 20 but by observation I have southward 12 minute  
so that 19 minute 20 set by current to the point having lat.  
8-42 lo: 19-14-10 allowing a point course 4 leagues

from the second to the third ran off 9-0 point 30 mill  
with leeway and variation allowed but by observation  
I have southward 14 minute being in lat. 8-28 lo: 20-8-30  
lo: 20-8-30 so that I allow my course off 15 point  
it being the men different and 16 mill more dist so 18 leagues  
I allow ran off 15 point lat. 8-28 lo: 20-8-30

On the first of October a small Sadracke named  
7 people from the Boston for stealing grummet and  
stapell out of the storey from north over 15 mill 67.

October	knoff	falcon's	count	wind	variation	October	knoff	falcon's	count	wind	variation	October	knoff	falcon's	count	wind	variation
	26	εεζ				31	εεζ	νε				14	εεζ	νε			
	30	εεζ	νε			24	εεζ	νε				20	εεζ	νε			
	24	εεζ	νε			25	εεζ	νε				14	εεζ	νε			
	30	εεζ	νε			25	εεζ	νε				22	εεζ	νε			
	30	εεζ	νε	19-50		26	εεζ	νε				24	νε	νε	νε		19-50
	30	εεζ	νε			24	εεζ	νε				26	νε	νε	νε		
	25	εεζ	νε			20	εεζ	νε				31	νε	νε	νε		
	22	εεζ	νε			13	εεζ	νε				23	νε	νε	νε		19-17
	16	εεζ	νε			11	εεζ	νε				20	νε	νε	νε		
	21	εεζ	νε			12	εεζ	νε				20	νε	νε	νε		
	24	εεζ	νε			11	εεζ	νε				24	νε	νε	νε		
	26	εεζ	νε			03	εεζ	νε				20	νε	νε	νε		
	30	εεζ	νε			04	εεζ	νε				15	νε	νε	νε		19-20
	23	εεζ	νε			13	εεζ	νε				16	νε	νε	νε		
	32	εεζ	νε	19-45		12	εεζ	νε				20	νε	νε	νε		
	33	εεζ	νε			11	εεζ	νε				20	νε	νε	νε		19-22
	32	εεζ	νε			06	εεζ	νε				22	νε	νε	νε		
	42	εεζ	νε			20	εεζ	νε				20	νε	νε	νε		
	40	εεζ	νε	19-20		33	εεζ	νε				21	νε	νε	νε		
	41	εεζ	νε			34	εεζ	νε				20	νε	νε	νε		
	34	εεζ	νε			33	εεζ	νε				16	νε	νε	νε		
	32	εεζ	νε			31	εεζ	νε				13	νε	νε	νε		
	40	εεζ	νε			30	εεζ	νε				12	νε	νε	νε		
	36	εεζ	νε														
4	74	5				6	51	3				0	49	4			
	41	εεζ	νε			22	εεζ	νε				23	νε	νε	νε		
	50	εεζ	νε			22	εεζ	νε				30	νε	νε	νε		
	44	εεζ	νε			31	εεζ	νε				34	νε	νε	νε		
	42	εεζ	νε			26	εεζ	νε				30	νε	νε	νε		
	34	εεζ	νε			23	εεζ	νε				23	νε	νε	νε		
	32	εεζ	νε			22	εεζ	νε				32	νε	νε	νε		19-25
	33	εεζ	νε			23	εεζ	νε				30	νε	νε	νε		19-36
	34	εεζ	νε			14	εεζ	νε				24	νε	νε	νε		
	32	εεζ	νε			22	εεζ	νε				20	νε	νε	νε		
	25	εεζ	νε			14	εεζ	νε				15	νε	νε	νε		
	24	εεζ	νε			24	εεζ	νε				14	νε	νε	νε		
	31	εεζ	νε			33	εεζ	νε				14	νε	νε	νε		
	33	εεζ	νε			24	εεζ	νε				05	νε	νε	νε		
	30	εεζ	νε			20	εεζ	νε				04	νε	νε	νε		
	27	εεζ	νε			23	εεζ	νε				00	νε	νε	νε		
	25	εεζ	νε			23	εεζ	νε				00	νε	νε	νε		
	30	εεζ	νε			10	εεζ	νε				04	νε	νε	νε		
	30	εεζ	νε			11	εεζ	νε				06	νε	νε	νε		
	23	εεζ	νε			13	εεζ	νε				10	νε	νε	νε		19-7
	22	εεζ	νε			00	εεζ	νε				10	νε	νε	νε		
	21	εεζ	νε			00	εεζ	νε				17	νε	νε	νε		18-27
	22	εεζ	νε			00	εεζ	νε				11	νε	νε	νε		
	25	εεζ	νε			10	εεζ	νε				12	νε	νε	νε		
	24	εεζ	νε			15	εεζ	νε				12	νε	νε	νε		
5	75	3				7	44	6				9	39	5			

69 (4)

October Anno: 1625

The front 74 mill by log ram off 11-17 north so that  
 I allow 20 to 100 north for variation and then  
 find back 15 to 100 off for 10 may the first was set  
 being so many dogs to windward of the stern post it  
 being my opinion the best and surest for pursuit:  
 so that the course should be off 16-17 north and I  
 should have nor record 20-44 fowls but observing I  
 find my birds in the same lat. w<sup>th</sup> on the 3<sup>rd</sup> being  
 8-20 and to: 21-22-30 and 24 log  $\frac{2}{3}$  ran off by course  
 on the 4<sup>th</sup> we left the dogfont made out of the bolt  
 he offering to follow by himself first for all not  
 so frequent his mate & company having had distrust  
 only how dangerous fowls were with a sample  
 which I express to him so he promised reformation  
 from the 4<sup>th</sup> until the 6<sup>th</sup> ran 127 mill by log but I  
 allow but ~~42~~ 42 log ram by the course of west  
 15-0 north with 10 may and variation allowed  
 having lat. 9-2 and to: 23-25-30 fowls -:  
 The 7<sup>th</sup> all course brought straight or off 7 fowls  
 by log with labourd part about 10/10 late so that  
 I allow my course off 11-0 fowls being in lat. 8-54  
 to: 24-5-45 and 14 log  $\frac{2}{3}$  ran being 6/10 by current south  
 The 8<sup>th</sup> all course brought straight 48 mill  $\frac{2}{3}$  ran off  
 29-45 north the course so that variation and 10  
 may allowed the course should be off 12-15 north  
 but I allow my course off 10-30 north to be in lat.  
 9-3 and to: 24-53-53 to the after of mo<sup>th</sup>olla in glano:  
 The 9<sup>th</sup> all course brought straight or north  
 42-45 off so that the from course should be north  
 30-38 off with all allowance but being in lat.  
 9-26 having bin 7-35 with food by the fowls current  
 my distance ran it 39 mill  $\frac{1}{2}$  by the course off off  
 32-10 north having lat. 9-26 to: 24-56-50.

October	knott	fathoms	Course	winds	variation	October	knott	fathoms	Course	winds	variation	October	knott	fathoms	Course	winds	variation
	1 2						2 6	ebS	nebN				2 3				
	1 4						3 1	nNW	nE				2 3				
	1 2		nebN nwbN				3 2	n°	ENE				2 0		nEW	nEBE	
	1 0						4 3	nNW	nE				1 4		SEBE		
	0 6		nebe nW				3 0	n16W	n°E	17-10			1 3		SEBE		
	1 5		ENE				3 0						1 4		SEBE	nEBE	19-15
	1 4		17N n°	18-5			3 2	n°bw	nebN				2 0		EBE-S		
	1 1		17N				3 5						1 6				
	1 5		ebN nE				3 6	nNE	E				2 3				
	2 0						4 0						2 5		ESE	nE	
	3 1		E nNE				5 0	n20E	EBE				2 5				
	3 0						4 5						2 6				
	1 4		E nNE				3 0	n16E	E	18-45			4 0		SEBE	nEBE	
	1 2		nE nNW				2 4	nNE	E				3 3		E40S	ENE	20-14
	1 1		Calme				1 6	n20E	ESE				3 0		SE	EBN	
	0 0		Calme				1 6	n40E	SEBE				3 1		E40S	ENE	
	0 0		Calme				2 6	nNE	E				3 0		E28S		
	0 5		nebN nwbN	19-19			2 1	n°	ENE				3 1		SEBE	nEBE	
	1 5		nE nNW				1 5	n17E	E	17-33			2 5		SEBE		
	1 1		nebN nwbN				2 1	n20E	ESE				3 0		ESE	ENE	
	1 2						2 1						3 12		E28S	nEBE	
	2 2		n50E nwbN				4 0	nebN	SEBE				3 3		E28S	nEBE	
	3 0						3 3						3 0		E28S	nEBE	
	Lo 34	3					1274	1					1463	6			
	1 6		nE nNW				2 1						3 0				
	2 0						2 3	n°	ENE				3 0		ESE	nE	
	1 6						1 6						2 6				
	1 0						1 5						2 5				
	0 0		Calme	19-29			1 4	n17E	E				2 4				
	0 0		Calme				1 6	nNE	E				2 2		ESE	nE	19-17
	0 0						2 4	n1/2E	ENE				2 4				
	0 0		Calme				2 3						2 5				
	0 0		Calme				2 4	nBW					2 1		ESE	nE	
	1 2		nBW nebe				2 6	nBW	nebe				2 2				
	1 0						2 3	n17W	nebe				2 4		E17S	nEBN	
	3 0		n°	ENE			2 4						2 6		E17S	nEBN	
	2 4		n°bw nebe				3 4	n°bw	nebe				2 5		E6S		
	3 3		nwbN nebN				4 0	n°bw	nebe				2 6		E6S	nNE	
	2 0		nW nNE				3 4						2 4		E		
	0 0		Calme				3 2	nBW	nebe				3 0		E	nNE	
	1 2		ebS nebN	19-29			3 2	n°	ENE				3 6		E28S		18-13
	1 3		ESE nE				3 4	n°	ENE				2 3		EBS	nEBN	
	0 0		Calme				4 0	nBE					2 5		EBS	nEBN	
	1 0		E nNE				3 5	n1/2E	ebN				2 5		E	nNE	
	1 2						3 0	n°	ENE				2 6				
							3 0	n°	ENE				3 0		EBN	nBE	
	Lo 25	0					1367	6					1564	5			

Observation

October Anno: 1625

71 (42)

10<sup>th</sup> 11<sup>th</sup> 12<sup>th</sup> & should have ran north with  
all allowance and have bin in lat: 10-54 but I find  
by observation that I have bin 12 minuts  $\frac{1}{2}$  to the south  
of it so that I allow 26 leagues  $\frac{1}{2}$  ran north to be in  
lat: 10-54 lo: 24-26-50 to the  $\frac{1}{2}$  after of noon.

13<sup>th</sup> all courses brought straight at 66 mill  $\frac{1}{2}$  ran  
by the course of north 1-0 west so that 109 from course  
should be north 36-6 west with all allowance  
having starboard tack aboard close hauled but by my  
observation I find that I am  $\frac{1}{2}$  to the north  
of my supposed from course and have differed  
6 minuts more to the north then the distant name  
so that I allow 24 leagues ran north being in the  
lat: 11-57 - lo 24-26-50 in place

14<sup>th</sup> all courses brought straight near 50 mill  
ran by the course of east 26-45 south the which  
with the variation and leeway allowed the  
starboard tack forward close hauled by the true course  
should be off 22-30 south but by observation being  
in the lat: 11-29 lo: 25-30-0 I do allow 16 leagues  $\frac{2}{3}$   
ran by the course of east 34 south it being a 11-30 or  
more further course then should be if free from current  
or tides &c.

15<sup>th</sup> ran 62 mill  $\frac{2}{3}$  all courses brought straight  
by the course of east 12-30 south so I allow 19. variation  
to make good me leeway the first marks being 10  
miles set by instrument so that my true course should  
be west before by log off 12-30 south but having further  
ed more by 12 minuts in observation then the course  
and distant miles I do allow my course off 24-10  
south it being on point for current so that I allow  
my distance being in lat: 11-3 lo: 26-35-10 -

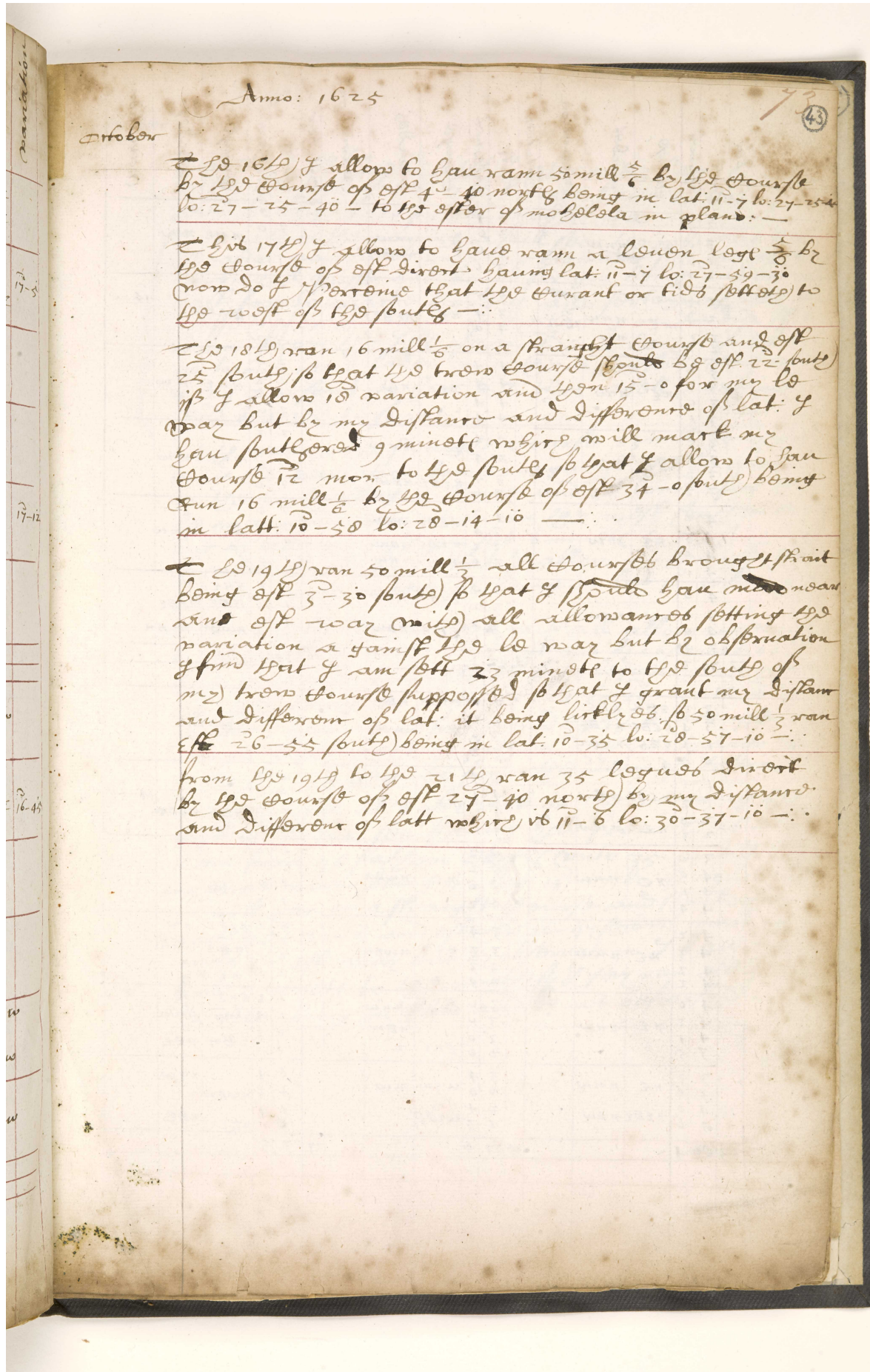
19-15

20-14

19-17

18-13

October	knoff	falsomb	pony	romb	Variation	October	knoff	falsomb	pony	romb	Variation	October	knoff	falsomb	pony	romb	Variation
3	0		E 1/2 N	NBE		1	4	SEBE	NBE			2	6	ESE	N		
2	2					1	4					2	4	E 1/2 S	NNE		
2	3		E 1/2 S	NNE		1	4	ESE	NNE			1	4	EBN	NBE		
2	4					1	4					2	0	E 1/2 N			
3	0		EBS	NBE	17-5	1	4	SE	NNE			2	5	EBN	NBE		
3	0					1	0	SEBE	NBE			2	5	E	NNE		17-5
2	3		E 1/2 S	NNE	17-7	0	4					2	2				
2	3					0	5					2	2				
1	6					0	0					2	5	E 1/2 N			
1	6		E	NNE		0	0					2	3		N		
2	0					0	0					2	4	E 1/2 N			
1	2					0	0					2	3		N		
1	1		EBN	NBE		0	0					2	4	E 1/2 N			
1	1					0	0					2	5				
2	5					0	0					2	3	E 1/2 N			
2	4		EBN	NBE		1	1					2	2	E 1/2 N			17-12
2	0					0	4					2	2	E 1/2 N			
1	0					0	3					2	0	E 1/2 N			
2	2					1	1	ESE	NNE			2	2	E 1/2 N			
2	3		E 1/2 N	NNE		1	0					2	5	E 1/2 N	N		
2	2					1	0	SEBE	NBE			2	2	E 1/2 N			
2	5					0	6					2	2	E 1/2 N			
16	40	5				18	16	6				20	57	4			
2	6		E	NNE		1	6	NBE	NNE			2	5				
2	5					1	6	NBE	NNE			2	2				
2	5		EBN	NBE		2	3	E 1/2 N	N			2	2	NBE	NNE		
2	6					2	5					2	6				
2	3		EBN	NBE		2	4					2	6	E 1/2 N	N		
2	4					2	3	EBN	NBE			2	4	EBN	NBE		16-45
3	4		E 1/2 N	N		2	3					1	6	EBN	NBE		
2	3		E 1/2 N			2	4					2	2				
1	5		EBN	NBE		2	2					1	5	E 1/2 N	N		
1	3		E	NNE		2	1					0	6				
1	6		E 1/2 S			2	2	EBN	NBE			0	0				
1	2		ESE	NNE		2	0					0	0				
0	0					2	0	EBN	NBE			1	6				
0	0					1	4					2	2	E 1/2 N	N		
0	0					0	0					2	1	E 1/2 N	N		
0	0					2	4	SEBE	NBE			2	3				
0	0					2	2	SEBE				1	6		NNE		
0	0					3	0					2	5	NNE			
0	0					3	2	SEBE				2	4				
0	0					3	3	SEBE				1	6		NNE		
1	2		E 1/2 S	NBE		3	1					1	5				
2	5					3	0	ESE	NNE			1	5	NNE	NNE		
2	0					3	1					1	6				
2	1		SEBE			3	0					2	3				
17	73	6				19	58	0				21	47	5			



Anno: 1625

43

انفوبار

في 16<sup>ا</sup> ايلول اسمح لي ان اذكر اني صعدت 50 ميل<sup>ا</sup> في البحر من قبل  
في البحر من قبل 4-40 شمالا في البحر في لاط: 11-7 ل: 27-25-40  
ل: 27-25-40 - في البحر من قبل من قبل

في 17<sup>ا</sup> ايلول اسمح لي ان اذكر اني صعدت 50 ميل<sup>ا</sup> في البحر من قبل  
في البحر من قبل 4-40 شمالا في البحر في لاط: 11-7 ل: 27-25-40  
ل: 27-25-40 - في البحر من قبل من قبل

في 18<sup>ا</sup> ايلول صعدت 16 ميل<sup>ا</sup> في البحر من قبل  
في البحر من قبل 4-40 شمالا في البحر في لاط: 11-7 ل: 27-25-40  
ل: 27-25-40 - في البحر من قبل من قبل

في 19<sup>ا</sup> ايلول صعدت 50 ميل<sup>ا</sup> في البحر من قبل  
في البحر من قبل 4-40 شمالا في البحر في لاط: 11-7 ل: 27-25-40  
ل: 27-25-40 - في البحر من قبل من قبل

من 19<sup>ا</sup> ايلول الى 21<sup>ا</sup> ايلول صعدت 35 ميل<sup>ا</sup> في البحر من قبل  
في البحر من قبل 4-40 شمالا في البحر في لاط: 11-7 ل: 27-25-40  
ل: 27-25-40 - في البحر من قبل من قبل

17-12  
16-45

22 October					24 October					26 October				
fract	fatam't	Group	wind	variation	fract	fatam't	Group	wind	variation	fract	fatam't	Group	wind	variation
24	20	NE	NNW		34	36	NE	NNW		21	20	NE	NNW	
20	20				33	36		NWBN		21	10			
24	22				34	40	NE	NWBN	17-42	00	00	Palm		15-0
21	22				44	44				00	00			
31	30	NE	NW		44	44	NE	NW		25	22	NE	NW	
30	30				44	44				22	22			
31	30				44	44				20	20			
3	22	NE	NW		36	34	NE	NNW		22	16	NE	NW	
32	32				34	36				20	10			
33	32				34	36	NE	NW		20	13	NE	NNW	
33	32				32	36	NE	NNW		15	10			
33	32				36	36	NE	NNW		10	10			
42	43	NE	NW		42	44	NE	NW		13	13	SE	NE	
44	45				32	36	NE	NNW		15	10			
40	40	NE	NW		32	33	SE	NW		11	13	SE	NE	
36	40				33	33	E	NW		13	12	SE	NE	
40	43				33	31	E	NW		12	10	NW	NE	
34	77	3			24	42	6			26	34	5		
33	34	EB	NE		30	31	NE	NW		00	00	Palm		
34	14	SE	NE		36	32	NE	NW		00	00			
14	04	E	NE		32	32				00	00			
11	12	NE	NW		41	41	NE	NW	17-2	00	00			
20	23	NE	NNW		41	40				00	04	E	NE	17-20
23	30				42	42				00	00			
44	41	NE	NNW		42	42	NE	NW		10	12	NE	NW	
44	44				42	42				12	12			
44	43	NE	NNW		32	32	NE	NW		22	20	NE	NW	
44	42				33	34				22	22			
44	42				33	34				22	22			
40	42	NE	NNW		30	30	E	NW		21	24	E	NW	
41	41				30	30	E	NW		24	23	land	fatam't	
41	45				30	30	E	N		23	23	EB	NE	
33	36	NE	NNW		34	30	WSW	NW		14	13		NW	
30	46	NE	NW		30	23	WSW	NW		13	14		NW	
46	37	NE	NW		24	23	WSW	NW		14	06	NE	NE	
38	80	4			25	87	4			27	27	5		

Hmo: 1625

75  
44

October

The 22<sup>th</sup> 23<sup>th</sup> and 24<sup>th</sup> I allow 83 leagues xam  
by the course of off 34-0 north having lat. 13-26  
and lo: 34-4-10 from mollela —.

The 25<sup>th</sup> in the morning a sail seen 100 miles at 6 in  
the afternoon was under our command the Jaunt  
porting all goods and bound for Goa being laden with  
bark for 50 marks Cordia and portwine (all the  
goods) for merchandise in exchange in India the  
crew from the fill of madona being of 80 or  
90 hands and laden with the above said goods  
29 persons in the ship the vessel I detained  
and wanted to search.

25<sup>th</sup> I ran on a straight course 23 miles by log  
with the variation lowed against the lo ward  
on the north of the distance and 30 lowed for the  
lo ward and variation on the west but the course  
but by observation I am set 6 minute to the  
of what should be so that I allow my course off  
34-30 north 20 leagues being in lat 10-35 lo: 29-3-25

The 26<sup>th</sup> I should have ran with all allowance 10 leagues  
by the course of north 23-30 off but by observation I  
have shortened 3 minute so far 9 leagues 1/2 ran north  
30. off being in lat. 14-24 lo: 29-17-15 and  
founded having 98 fathoms depth dark off.  
and at 8 at night 90 fathoms depth I questioned  
to be from 26 leagues from the main of India.

The 27<sup>th</sup> at 6 of clock in the morning the  
off of India seen having had from the 26 at  
noon from 90 fathoms depth into 35 until the  
27<sup>th</sup> at noon being in lat 14-27 lo: 30-19-15 and  
32 miles ran on a straight course and should have  
northward 27-2 and altered 16-44 should have  
north 32 off was but by observation I have differed  
but 3 minute to the north so far ran off 5-0 north  
32 miles being in lat and lo at before



October Anno: 16.25.

71 (45) 2

from the 27th at noon untill the 28th at noon  
the allowed straight course should be on the way  
and was: on a point of the 27th off 32-0 north  
and 36 mill was on the way have northward  
24 minutes 18 seconds and off the 26 minutes 47 seconds  
but observing of the southward 4 minutes so finding my  
distance and difference of lat. & allow my true  
course off 5-30 south 12 leagues being in  
lat. 14-23 lo: 30-44-3 in place from moholola  
having 20 fathom in water & brought the ship  
to an anchor being called and from 7 leagues  
from the main of India - 67.

at 2 of the clock in the afternoon making in the  
first watch of our board the speech of Bassell  
full surgeon speaking to some of the company  
to give the purpose that the portingall had called  
maner of the that had ran from the company  
saw it in its great respect and was lived brave  
with them & replied by the ship and good wear  
in the company of custodie is all that afforded  
the portingall wear with them & dared not  
and wished that the 20 company had that  
power if they had not to hang up all the  
that fled from their service to their enemies if  
they would lay hands on them after for on  
such million hats some more might be upon  
on hundred of enemies 67.

So at 4 in the afternoon having little wind  
at nne was anchor and ran to the west  
being the 29th in lat 14-35 for 16 leagues from  
the main having 60 fathom and land seen and  
variation 14-46

the 29th I appointed William Garuid one of my  
mate to continue in the junk he having bin in his  
with the junk and other from the first taking  
his and had voyaged his finding only east and  
shall it be found also I appointed seven more of  
our company to be in his and 12 of the black  
taken in his keeping his fast with a basket at  
stare and so was wind and time with tide gave  
leave I plyed to the northward being on the 30th  
in lat 14-47 having ran off n w to that lat. and so  
fathom depth being the land the round was from the  
n n w to the off north off —

30th

October  
1625  
Oct. 15-7 from the 30th to the 31st of October I made a north  
and to west way onto the latitude of 15-24  
 November  
Nov. 15-19 I had lat. 15-50 and 15 leagues from the  
main having first of it and 40 fathom depth  
 on the front lat. 16-21 and 16 leagues from the main  
and 46 fathom blast off the land variation 15-29  
 so plying to the northward at 2 of clock the wind in  
the morning I surprised the ship in 27 fathom from  
6 or 7 leagues from the main and at 6 in the morn  
the wind being off I shot 3 or 4 having first of a  
great company of frigates and other vessels from  
whom on the former night we heard the report  
of many pieces shot from them at we supposed  
 31st on the 31st at noon I had lat. 16-56 and  
26 fathom depth from 6 leagues from shore -  
 the 4th in lat. 17-18 and 24 fathom depth 6 leagues  
from the coast  
 the 5th in lat. 17-51 and 28 fathom from 9 or 10 leagues  
from the coast -  
 the 6th in lat. 18-18 and 29 fathom depth from  
11 leagues from the shore -  
 still plying it on the 7th at 3 of clock in the  
the morning I brought the ship to an anchor in  
9 fathom depth and top of high water near  
shall the entire of the harbour bearing EBN  
from 2 leagues from our riding but day appearing  
 their was a ship between a range of rocks that is  
in the point into shall not 3 mill from us  
it being half way from between the castle and  
us also we saw the warlike of 2 ships that had  
by cast a may from 3 leagues to the southward  
of shall their being from 50 or 60 yards of frigates  
and other vessels about these warlike from of  
them came towards us until they perceived  
 what we were so most of my company  
woudt have had some doinge with the roder  
but I knew by experience on my former  
voyage that the roder so that the roder was on  
either side not pistol shot from six not 2 foot on  
them at low water altho the flood in land  
and wind not favoring such an attempt so I  
brought better forer our salutes then put  
upon such unseasonable attempt and showed  
my head through people the draft of the roder  
which pacified that attempt for at my  
surrendering I could see from shall castle  
back from us at 11 or 12 leagues

November Anno: 1625

7<sup>th</sup> On the 7<sup>th</sup> at 7 of Clock I was under sail  
and plyed to the northward and at noon had  
lat: 18-37 minute and 13 fathom depth the land  
to the northward of Chaul bearing off 5- south at  
noon so at 4 of Clock in the afternoon I anchored  
in 8 fathom the town of Chaul bearing south  
27-0 off 2 leagues from the land and the northward land  
bearing N 32 from the bearing at 9 at night I  
marched plying it to the N and on the 8<sup>th</sup> at 3 in  
the morning I came to anchor in 12 fathom depth  
some 5 leagues from the coast and at 5 of Clock  
the wind coming easterly from the morning I took  
the sail and at day light we saw 6 sail of gallies  
and frigates with forty more came with us and  
shot at us but pleased be God for it with the  
expense of some 12 or 14 shot we caused them  
to keep farther from us although at first they  
came with some of great resolution at this time  
of assault I found our people but were in  
want of our munition and at the introduction of the  
boats and great gun leave to kill the boats  
to be at liberty whom I had kept in a cabin  
for fear of the faction and had not taken my  
share but 2<sup>th</sup> of bread a day and drank water  
until the present from the introduction.

9<sup>th</sup>

Having freed our selves from the vessels we  
kept still in sight of us 4 of them and 2 went  
for the maine on the 9<sup>th</sup> being in lat: 18-45  
and 47 fathom depth some 20 leagues from the coast and  
lost sight of the frigates but presently we saw the  
for they were far off being in we saw them not but  
when they were shot we saw them so I would  
have had my mate Larnie to have returned the  
gun that I had towed away at with a batter  
at 10 am from the time of taking of the vessel  
troubled me much so that he was willing to work  
himself and last on John marshall one of the quarters  
master in his and he wrought him with  
some skill at I had fitted for him and plyed  
so that he would wonder of us and reach  
onward he did not give him from us at  
night but still towed him with a fast at the  
span and he kept up sail at request  
so I ran off into 50 fathom to the west and then to the  
off into 23 fathom the 10<sup>th</sup> at 6 of Clock in the morning  
the frigates still bearing far off in sight of us and  
first mate at the coast although over night  
we live I had never seen at any former time  
in India.

November Anno. 1625

10<sup>th</sup> the frigott being at anchor at 7 of clock  
 put to sea to and still kept the wind off w<sup>ch</sup>  
 so & stood to the north west the wind being at  
 n n e<sup>st</sup> and at noon I had 35 fathome depth  
 at which time the frigott took in their sailes but  
 I ran north west untill 8 of clock at night at  
 which time Daniell Hall one of my mate was  
 reporting to some of the company that I was  
 fearful of the Portugall forces and therefore  
 I kept so far from the shore which I hearing  
 considered that it was for the advantage of the  
 wind and not for fear of any Portugall and  
 that I durst stand a light on the gullie under  
 night forthwith causing on to be put in the  
 lantern which I kept out untill the moon  
 rose and also I expressed that if God gave  
 and leave the Portugall should never have  
 possession in the fallen bar long as I had  
 in charge for if by extremities and would not  
 defend his own mouth of fire with some  
 of them and first water then orders to  
 stand found what sound: so standing to the  
 north west on the 11<sup>th</sup> at noon I had lat.  
 19-10 from 20 leagues from the coast and then  
 had no sight of the galliot

from the 11<sup>th</sup> to the 12<sup>th</sup> standing in to the shore  
 at 8 of clock I ran to an anchor in 15 fathome  
 having sight of the frigott with 4 more being  
 10 sail and at noon had lat 19-31 from 6 or 7 leagues  
 from the shore and 15 fathome depth. v. 14-54

12<sup>th</sup> at 2 of clock in the afternoon I weighed and  
 ran to the north east and anchored at 9 at night  
 in 13 fathome 3 leagues from the shore and at  
 3 of clock in the morning the 13 weighed and  
 plyed to the northward and at noon brought  
 the ship to an anchor in 16 fathome from 5 leagues  
 from the shore Saint Johns 5 of the coast and 3 of the coast  
 from the 14<sup>th</sup> untill the 16<sup>th</sup> plyed under fire but  
 could get no higher then to bring down to  
 bear E.B.N from 6 leagues from the coast and 20 fathome  
 depth where we was

monmouth anno 1625

81 (47)

16th And at 7 of clock at night being flud warped and  
plied untill on of clock the 17th in the morn and  
upon anchored in 13 fathome 3 logues from shore and  
warped at 7 of clock the 17th in the morn pling to  
the northward and at noon had lat. 20-32 and  
19 fathome depth from shore and logues from shore the  
Damon bore off and be southe) at end rood

17th From the 7th of thob muntly untill the 17th the  
wind had bin between the n n e and n n west

17th at 9 of clock at night warped with an e wind and  
plied untill 2 of clock the 18th in the morn and  
anchoring in 15 fathome Damon bearing off. 40. fouth  
from 5 logues from shore and at flud warped and  
pling had lat 20-41 at noon and a louden fathome  
Depth Damon bearing the southe) 15- off the at 4 of  
clock at night the 18th I anchored the ship in  
15 fathome having the flagge white to the southe)  
off Surat barre bearing. E 15 north of the barre of  
rood untill 9 of clock the 19th and then plied

19th up to Surat barre wher I brought the shippe  
to an anchor in 9 fathome depth at 3 of the  
clock in the after noon of our frigete still by the  
thob 19th at 7 of clock came in Chaunt's shonker  
in a barge with the 7 norther and a dutch mar  
chant so I saluted them with 3 pors of powder by reason  
of the stranger and after shot 3 more to give  
signe unto the fleet that we were English if  
it had bin a dutch ship the southe) had shot  
5 pors to have given them signe they were  
dutch it being so determined by them at coming  
from the shippe

By these I understood that Captaine Kirgard  
Oblin) had bin on the off and first from  
19th by the Portingall forre also that the  
Portingall had rood at Smaller and sent  
his Challenge to the English and dutch to fight  
with on or more shippe or shipp of thome we  
were pleased and trust was during the muntly  
to had intelligence of the coming in of the  
Captaine Oblin) and that they had board on of  
the smaller shipp of the fleet so had blow  
down of with great loss to the Portingall at the  
dutch shonker.

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19<sup>th</sup> I hit 19<sup>th</sup> of November at 10 of Clock at night I  
 20<sup>th</sup> weighed and phed up for smaller weather at 2  
 of Clock in the morning & brought the salted  
 to an anchor in 15 fathoms depth to the south  
 of the sand head and soon mill from it.  
 about 2 of Clock in the after noon came in 2  
 Ships 4000000 and in voyell a board of  
 the salt to him & delivered a booke of state whith  
 pertained from in Brown in the Downe also other  
 letters that I had writt him from my wate.  
 I also acquainted him of the state of our grations  
 King with the good continuance of his job  
 Maistrie that more it into the East India Imple  
 ments as by some of the worshipfull Companies to be  
 expressed in the Downe: to him God grant a happy  
 and prosperous name to continue to gods glory  
 and the good of his Country &c.  
 I acquainted what goods were in it but that I  
 had no bills of lading whith so much dislikt and  
 then showed him of the vessel detained and what  
 the wate lading with delivering into him then  
 Portingall part I taught him by Salme and Curante  
 it into my Chaunge whith I refer to the triall of  
 any Judiciable sea men and art to grow no  
 error by me Comitted.  
 it in the 2<sup>nd</sup> voyage Incess voyag on the 9<sup>th</sup> of September  
 he set sail from Auguston Bay but it was the 17<sup>th</sup>  
 of October before we had sight of Parotora: also  
 Captayne Cant in the stone how that fleet  
 wear cross may appear: Captayne wedall set  
 sail so late that not baraine wheat or he nor  
 attained India: so I by experience of former passages  
 saying as I did made no question of gaining of  
 Surat for if the wind blew far northward then by  
 gods heelp to cast the sent east of India but  
 if it wear at E or En E then should I gain  
 of India or the north East and plot to Surat  
 whith part quarrelled he was the 17<sup>th</sup> and attained  
 with all our men in perfect health: only 2  
 1625  
 August 20<sup>th</sup>: didd namely Lewis Tudd or of my mate  
 Sir: matson wate didd 9<sup>th</sup> June

October. Anno: 1625.

23 48

20<sup>th</sup>. My Conference onidid my fattious mate and others  
presented in London with some papers of  
Drinke to many of the Company they had  
threwed the hands of many of them to underwrite  
unto they know not what w<sup>ch</sup> them selves they  
conferre the which if your worship please to do  
me that right by examining that the honest  
of may appear god will mark many self and  
I shall rest ever bound unto you for the same

*Displace  
from his  
in the table  
and am  
around the  
lames*

In London without any expressing what it  
tendit unto forthwith Commaund me to go  
out of the ship with him only a gown on my  
back and so confined a board of the same under  
Captain Woodall who I know to be the only  
enimie I had being excopting Captain London  
both of them grown in malice against me for  
that I had sporte bristles in matters of Import  
for my selfe in my former voyag it  
being distastfull unto them for which they  
both were woued wounding if I am in their power  
On the 23<sup>th</sup> in London sent for my mate the Purser  
and Chirurgion and before his counsell read again  
parted with which I hearing could not think it  
possible men would so shamefully wronge such content  
but hearing it read with much seeming content  
to the President who presently Judged all  
bristles my selfe knowing the Contrarie for Gods  
promote who I refer to right my cause in his  
good time by go worship his ministary if I have  
don not ought worthy of blame mark me an  
example to after ages: but if I have not in  
all things strived to the utmost of my power  
to do those things Incomod me with that suitefull  
rest and care w<sup>ch</sup> if you had bin all the witnesset  
of my proceedings & so in London confined me  
to remane in the same not so much as once asking  
me how I had spent my provisions or husband  
them having heard that it was so that it would  
have caused shame unto them in trust put by him  
in my selfe absent w<sup>ch</sup> many self to all the  
examinate shall appear & if required

23

On Sunday I demanded my opinion what I thought  
was best of Captaine Blithes I answered that if  
he had had him selfe from the Portugals then  
surely he was gon for Cape of Good Hope to waite and  
yet receive for he has many fine men in order of  
the Ship &c.

*In the  
James*

So one stayed to have the Company of the Dutch  
Ship not daring to separate to the Dutch  
we are talking in of Indian merchants goods to  
som 2 or 3000 <sup>fr</sup> freight it being first proposed  
to the English but in Sunday refused it so that  
he hath gained the hatred of the India merchants  
at also the loss of the freight at present and not  
to have the like freight here after if the Dutch  
will ~~from~~ stand from the large ports on the  
line for they not only receive profit by the freight  
but grass and wood (with) the Portugall merchant  
for bringing of goods into his Country where we  
we go with no goods but some private goods to your  
particular ends though that staves and goods as  
Sulphur and sugar pepper with many other  
from India to Portugall will make about 2  
months in 3 months and may make 2 returns  
in a month &c.

The Captaine Jonath Du fallu and 6 parts of Dutch  
Ship set sail from Sumat on the 1<sup>st</sup> of  
also in Evans in the stout who was sent for England  
but we know to me until his separation from us  
of 7 parts the fate with 10 men more might have  
carried from 220 tunne of goods and provision fit  
for them and 25 or 30 days longer might  
have subsisted from the Portugall trade with  
what else concerning Capt Blithes and the rest  
of us here they were ignorant of &c.

November

on the 20<sup>th</sup> lat: 21-23 lo: 3-45 from St Johns to 2<sup>nd</sup>  
and 77 long 1/2 west 17-30 north nam

December

from the 28 into the first of December nam 5-6 long  
west 23-26 north lat: 22-33 lo: 6-15 plane  
from the first to the 11<sup>th</sup> nam west 21-0 north 78 leagues  
being in lat: 24-0 lo: 10-00  
from the 11<sup>th</sup> to the 19<sup>th</sup> 29 leagues nam west 26-18 north  
being in lat: 24-39 lo: 11-18 to the west of St Johns

29 October Anno 1625 250  
 8<sup>th</sup> This day in lat. 29-58 lo. 11-47 saung 2 am west  
 33-0 north 11 loguob  $\frac{2}{3}$   
 from the 8<sup>th</sup> unto the 13<sup>th</sup> ran 22 loguob  $\frac{1}{2}$  by the sun  
 compass of west 17-25 north and at noon we were  
 13<sup>th</sup> some 1/2 point westward from Fasquis point lat. 25-18  
 lo. 12-15 30 from E. Point  
 So plint it for Combroond on the 18<sup>th</sup> we came  
 to it where they heard of the unhappy disaster  
 of the Lion but no word of Captaine Blight  
 only 2 ships were seen and in sight of the town  
 the kind of his firing was  
 At the time of our stay at porrie their war  
 mens offered to send some things out of the town  
 of ordinar wine and cordier or cr. the kind  
 of captaine wedall being about it we saw 2  
 ships coming between Comub and the maine  
 duery on judging them to be captaine Blight in the  
 Falkland and Lintish the Dolphin the other so  
 their want a good shot to find Captaine wedall  
 notice of it and being a country bot by the ship  
 bid I hired him and went in him for Comub to them  
 in for on of the m. mat having 2 broken in the gale  
 thare would needs go with me but at our coming  
 to Comub we found them to be 2 portingall  
 frigots they riding under the castle so I went  
 presently to the castle but the sultan  
 of the castle would not suffer me untill the  
 next morning also called at friendly and in the  
 morn we went towards the ship but the portingall  
 having sentain frigots about the land sent off a bott  
 to intercept us but we put upon the maine and  
 so waltt some 6 milles by land unto Combroond  
 where on Barber and in Bentley called friendly  
 and at night lying by in Barber in the room he  
 related unto me of the constabell of Porrie at  
 that present whith he much distrusted at cr.  
 The last taken in the fallen war and might you  
 bin sent by misplac wollye rise war employed  
 wiles on both lading to make fall of it for 10 larob  
 of maund some of the small and 6 larob the other  
 and might you sent 200 tun at that rate w  
 to me he affirmed but I think some mad find  
 wite it cr.

January Anno: 1625..

In the first of January both English and Dutch sett  
sailed from Perre not daring to separate their forces  
but it was the 5th before we got the port of Jaspuit at 8  
of clocke at night having had variable winds  
from the 5th to the 9th ran 76 leagues Est 20-0 parts  
being in latt: 24-4. lo: 3-35 to the Est of Jaspuit meridian

9  
10-11th. ran from the 9th to the 11th 20 leagues Est 51-20 parts being  
in lat: 23-17 lo: 4-12-15

18th  
the 12th and 13th ran 5 mill parts lat 33-12 lo: 4-12-15  
from the 13th to the 18th variable winds and ran on  
many courses whith part have southered 26 mill but  
by observation I have northed 18 minute so I sayd ran  
Est 11-40 north 30 leagues being in lat: 23-30 lo: 5-41-45

the 19th ran Est 29-30 parts 16 leagues being in lat:  
of 23-4 lo: 6-23-20

from the 19th to the 22th 82 leagues ran west 21 parts  
being in lat: 21-37 lo: 10-11 to the Est of Jaspuit..

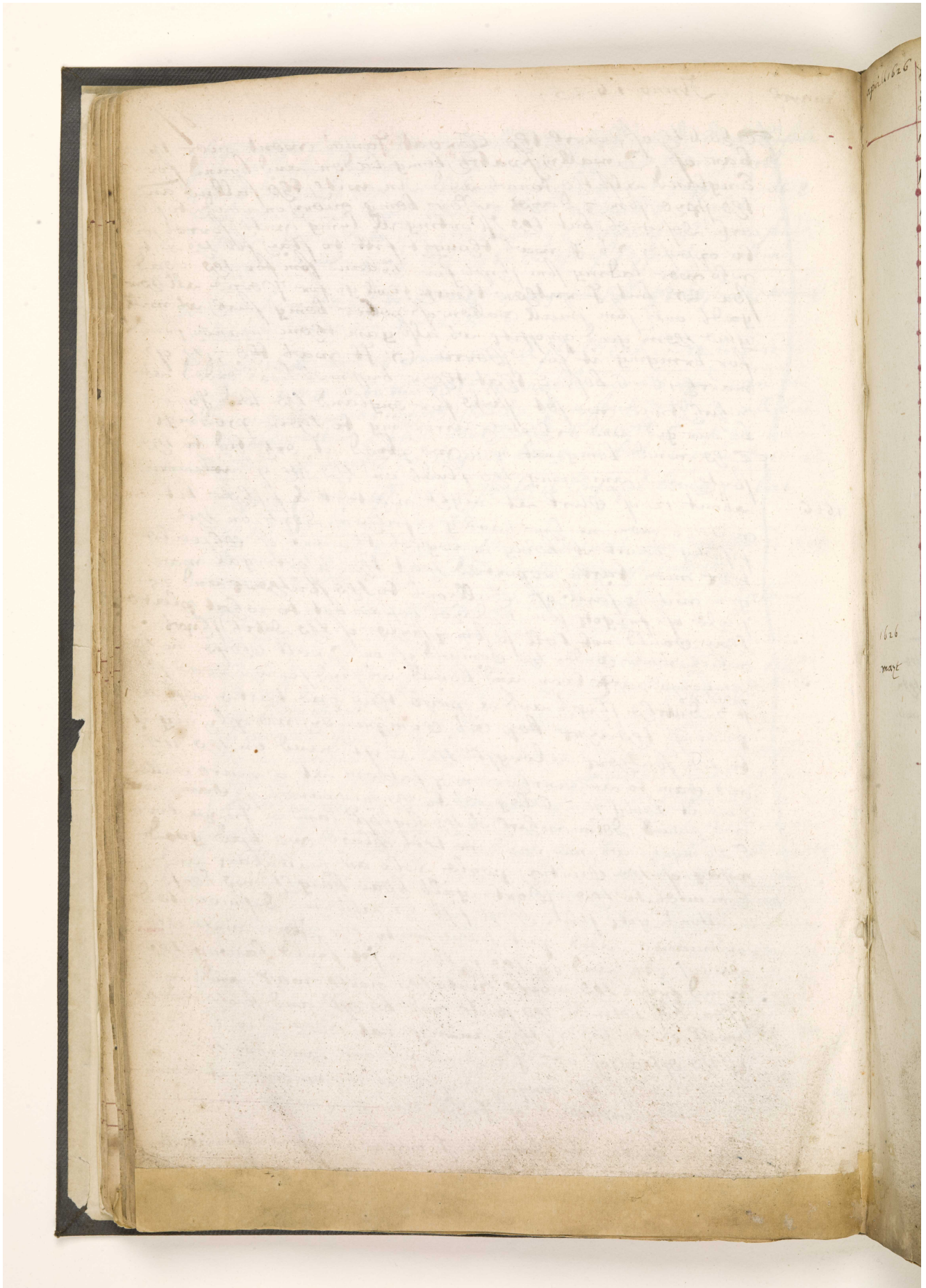
the 23th and 24th ran 44 leagues west 12-15 parts being  
in latt: 21-9. lo: 12-20 Est from Jaspuit

the 25th and 26th little wind lat 20-8 in first  
of land it being from 3 leagues to the west of Diu had  
our ships being

so we ran for the Est shore and on the 27th we com  
to an anchor in 14 fathome from 9 leagues from the Est  
and on the 29th we anchored in 14 fathome without the  
space of walls and had sight of 3 Dutch ships and a  
prize by them taken riding within the walls also a number  
of the Dutch ships towed ashore had past the strait  
to the south of magolayn and in the south sea they  
had burned near 100 vessels and many towns  
also that the Portugall had 9 sailes of gallions and  
an army of frigates at a port from 30 or 40 leagues  
to the south of us we being with bold our forces we  
might easily vanquish so their war pretence of  
destruction of it but at last it consist thought  
of English and Dutch war was near 14 ships and 2  
prizes etc. So we got into the strait and pleased to  
land at last at the Cape also the Dutch grand  
of the ships were:

On the 20th of february came Martin a servant of  
mine fell to bed at 9 of clocke at night and dreamed  
that he saw a great number of ships at sea which  
were to be taken by the Dutch and that he was to  
be one of them

march Anno 1625. 77 (50)  
 On the 6<sup>th</sup> of march the Great James went over the  
 bar of Swally swally being laden and bound for  
 England all the sonar and In wite the fallow and  
 the spere som 3 dayes after being quere on road to follow  
 the Desigues: but the Portingall lying wite for  
 to oppose us I was thought fitt to stay for the dutch  
 who were lading som spere for holland som for the road  
 sea so: but I rather thought shall go for worrie all your  
 goods only som small pallons of pepper being sure we will  
 find them good profite we also gave them many friends  
 for bringing it for worrie so it was the 21<sup>st</sup> of  
 march 1626 before that their business was ended at  
 which time we set saile for england the lord Josue  
 be our god and other cheer according to their promise  
 the wind being at n w we plyed it over tid to the  
 south and anchoring the fludd on the 11<sup>th</sup> of april  
 about 12 of clock at night we lost a fisher bot  
 wite 6 men in his haung 13 fathom depth on his  
 fishing bank it being 10 leagues the west of Swally  
 the men there reported that the Portingall was  
 gone wite 7 saile of Callant to the south and 25  
 saile of frigots som 10 dayes before but to what place  
 they could not tell so som 7 saile of the dutch spere  
 which wear under the command of on Exolt who in the  
 Ambassa action and bound us saile for the road sea  
 the 2<sup>nd</sup> dutch ship and a prise they had taken also a  
 piece of the durre the wite company was plying it  
 to the south along the coast and on the 11<sup>th</sup>  
 we came to an anchor in 7 fathom at a place called  
 Enne it being som 6 leagues to the northward of Camourat  
 and round Idim which is the highest land in India bore  
 E 20 north we were in this place we had good  
 view of the country people who are mallabare and  
 Enimote to the Portingall they bought my beaks  
 muttons gott fruit some fish so all we dismounted  
 ordnance and put them into the In wite after  
 promise and on the 13<sup>th</sup> we set saile having the  
 wind from the north unto the north west and we  
 steered between the south and be off and south and be  
 coast unto the 17<sup>th</sup> having lat 5-52 lo: 2-30 m  
 to the east of S Johns meridian and In the  
 meridian of the west side of Cape Commerce it being  
 the south part of India so  
 The In faller and dutch lost our company near Siben



april 1626	hour	dir. or miles	by log	wind by compass or miles	distance in miles and allom	course of allom	latitude	longitude from John's in plano.	variation
17							5-52	2-30	
18	70	0	SBE	WBS WSW	29-0	S19-30	4-30	3-00	11-34
19	72	0	SBE	WSW SWBW	33-0	S25-0	3-00	3-42	
20	96	6	SBE	WSW SW SWS	34-1/6	S29-0	1-29	4-32	
21	84	0	S	WBS WSW ram quiff	25-0	SSW	0-20	5-0-30	
22	94	0	S	WSW SW ram quiff					
23	73	0	S-S-0W	WSW ram quiff	55-2/3	S7-0	2-26	5-21-50	
24	33	0	S11-0E	SW WSW	11-0	S35-0	2-53	5-40-50	9-52
25	12	0	SEBE	SW ram quiff	5-1/3	E9-0	2-50	5-56-0	
26	5	0	ESE	SSE ram quiff	11-1/3	WBS	3-5	5-21-25	
27	58	0	W37-0	SE/SSE ram quiff	19-1/3	W22-0	3-30	4-29-25	
28	60	0	W40-0	SE/SSE ram quiff	36-0	S44-0	4-50	3-13-25	8-50
29	12		SW	SE ram quiff	19 20 19	and 19 19	in the 20 20	Volume no.	
30	68		S-W	SSE ram quiff	22-2/3	S43-30	5-33	2-27-25	
1626									
may	1	0	SW	SSE ram quiff	20	S44-0	6-22	1-33-55	
2	80	0	SW	SSE ram quiff	26-2/3	SW	7-33	0-34-15	11-50
3	88	0	W34-0	SSE ram quiff	29-1/3	W24-10	8-25	0-27-15	10 10 10
4	50	0	W36-0	SSE ram quiff	16-2/3	W36-0	8-56	1-0-15	13-40
5	71	0	S22-0	ESE ram quiff	23-2/3	S22-30	10-2	1-32-10	
6	91	0	S25-0	ESE ram quiff	30-1/3	S21-30	11-26	2-5-40	15-30
7	80	0	SW	ESE ram quiff	26-2/3	S31-30	12-34	2-47-40	17-10
8	97	0	S70	SSE ram quiff	32-1/3	S35-0	13-53	3-38-40	17-53
9	99	0	W40-0	SE/SSE ram quiff	34-1/2	S35-0	15-10	4-37-50	18-40
10	102	0	W33-0	SBE ram quiff	34	S42-0	16-35	5-45-40	19-0
11	100	0	W33-0	SBE/SSE ram quiff	33-1/3	W43-0	17-34	6-58-40	20-15
12	115	0	W42-0	SE/SSE ram quiff	38-1/3	S33-50	19-12	8-10-0	21-12
13	120	0	W44-0	SE ram quiff	40	S31-0	20-55	9-12	22-0
14	104	0	W33-0	SE ram quiff					
15	46	0	WSW	SE/nw ram quiff	52-0	S40-0	22-55	10-55	23-0
16	61	0	W15-0	SBE ram quiff	20-1/3	W20-0	23-16	11-49	23-53

I have found that I have had from the first of June  
until the 17th a current that sets out into the  
on point more further than supposed and on the  
18th 2 points and on the 17th 29 more further than  
the course shows and distant by log date give me the  
the latitude & difference of

anno 1626	magE	azimuth	log. or miles	Course or log. or miles	point of compass or miles	point of compass or miles	Distance or miles	latitude or miles	longitude or miles	variation or miles
	17	48	0	W 33-0	S 155 E	W 39-30	19-1/3	23-53	12-33-30	
	18	96	0	W 23-30	S 65 E	W 37-10	32	24-51	13-40-30	23-55
	19	100	0	W 5 W	E 5 E	W 43-50	33-1/3	26-00	14-52-30	24-5
	20	120	0	W 5 W	n n e n e n e					
	21	120	0	W	n e n e n e	W 33-30	80	28-13	18-12-0	23-10
	22	66	0	W	n/n e/n e n e n e	W 26-0	22-0	28-41	19-11-0	22-35
	23	94		W	n/n e n e n e					
	24	20	0	W	n e n e n e	W 27-30	63-1/3	30-9	10-22-00	
	25	108	0	W 5 S	S 155 E					
	26	96	0	W	n e S E					
	27	99	0	W	n e/S E n e					
	28	42	0	W	n n e n e n e	W 4-30	81-0	30-28	26-2-	21-0
	29	36	0	W	n e n e n e					
	30	39	0	W 1/2 S	S 155 E					
	31	66	0	W 5 S	S 155 E					
	1	69	0	W	S 155 E	W 8-30	58-0	30-19	29-34	18-31
	2	129	0	W 1/2 S	S 155 E	W 33-0	43-0	31-09	31-33	17-35
	3	130	0	W 5 S	S 155 E	W 15-54	43-1/3	31-40	33-39	18-40
	4	122	0	W 5 S	S 155 E	W 29-50	40-2/3			16-50
	5	150	0	W 5 S	S 155 E					15-00
	6	90	0	W 1/2 S	S 155 E	W 26-28	80-0	34-28	38-58-28	12-12
	7	39	0	W 5 N	S 155 E			34-24		13-0
	8	84	0	W 13-0	S 155 E			34-28	41-1-30	
	9	79	0	W 11-0	S 155 E					11-17
	10	17	0	W 14-0	S 155 E	W 12-54	73-0	35-17	42-31-30	
	11	56	0	W 34-0	S 155 E	W 4-0	18-2/3	35-21	43-29-29	15
	12	17	4	W 16-0	S 155 E	W 1-20	2-2/3	35-22	43-35-20	
	13	14	0	W 14-0	S 155 E	W 37-0	10-0	35-4	43-3-20	
	14	14	0	W 14-0	S 155 E	W 28-0	8-1/2	34-41	42-51-20	10-2
	15	4	0	W 14-0	S 155 E	W 4-10	17-1/3	34-37	43-43-20	8-56
	16	84	0	W 16-0	S 155 E	W 17-0	28-0	34-56	45-4-0	8-4
	17	57	0	W 15-0	S 155 E	W 25-0	19-1/2	35-13	45-59	8-20

From  
Arabian  
on 1/10  
20-1/10  
11-1/10

Sum:

From  
Arabian  
on 1/10

Feb. 19th and 20th I should have ran south a lower degree  
off and but 57 mill is free from current as may appear

On the 22<sup>nd</sup> sett 14 minute to the south by current  
from the 21<sup>st</sup> until the 26<sup>th</sup> our true course should have  
been west 33-45 north from 55 leagues  $\frac{2}{3}$  and should have  
northward 1-35-30 and westward 2-20 minute but by  
observation I find to have been sett to the south 2-30 minute  
west 5 days so that 30 minute or 24 <sup>minutes</sup> formation with  
the other so that I have lost 80 miles by 5 days to the  
westward for current

On the 27<sup>th</sup> a violent storm so that the Gamb and Thomas  
were separated being hardly able to keep any sail above the  
noise I supposed that the Gamb box up and stowed with six  
keels only the fore course and ran 52 mill before it and  
quitting it met the Lions which had held all the time of  
separation which wanted going back for Saint Lawrence Br.  
On the 27<sup>th</sup> and 28<sup>th</sup> 33 mill sett by current to the south for I  
found I ran 36 leagues by 2 days if no current  
On the 29<sup>th</sup> in the morning Cape Fall soon bearing 7-10 and  
N 35-0 E. and had 4-37 westward variation: 10 leagues from Cape  
from the 29<sup>th</sup> to the 31<sup>st</sup> 52 mill ran new and then the table  
land bore N.E.B.N. from 9 leagues or 10 from the 28-30 amplitude  
the Cape 8 leagues from me at night and the 31<sup>st</sup> in the morning I had  
29-30 by instrument

On the 6<sup>th</sup> at noon the table from 11 leagues from me at noon and  
Cape Bonesperance bearing 5 E by compass I had 33-20 compass  
I do not allow the 30<sup>th</sup> semidiameter to be 33-53 latitude nor  
to any in all my former although it is the true lat. as by  
Experiment I have tried which I regard with all land falls Br.  
from the 6<sup>th</sup> onto the 7<sup>th</sup> little wind and at noon the table  
bore E S E from 7 leagues from me having had the current  
ran to the north west but at 7 of clock at night we got  
into 23 fathoms depth we saw no brought the ship to anchor  
the top of the table and sugar loaf in on the being 2 mill  
from the main the low west point in the side of the table and it  
bore E B S from the 7<sup>th</sup> day was a flimsy fire in sight  
which was part with the same from the top of the mountain  
most six having salt water having had a long passage  
most of six men being six.

On the 8<sup>th</sup> at 10 of clock at night we wayed and ran into 7  
fathoms bringing the west point 20 off and to north and the  
top of the sugar loaf bore west 35-0 but the west end of the  
table bearing south 40-0 west the north end of penguin Island bearing  
north 23-0 west

Sum: 1626

Day	Hour	Wind	Force	Direction	Distance	Latitude	Longitude	Other
18	30	W	0	W				
19	24	W	0	W	55-30	37-2/3	57-6	45-40
20	20	W	0	W				
21	15	W	0	W	10-2/3	36-34	45-53	8-9
22	16	W	0	W				
23	68	W	0	W				
24	20	W	0	W	19-2/3	36-22	46-40	
25	11	W	0	W				
26	11	W	0	W	76-1/2	37-39	49-33	4-15
27	45	W	0	W				
28	51	W	0	W	23-5/6	36-36	48-59	4-38
29	12	W	0	W	9-1/2	36-13	49-16	4-50
30	36	W	0	W	12	36-17	49-52	8-10
July 1	12	W	0	W	4	36-28	49-47-15	
2	24	W	0	W	10-2/3	36-41	50-15-19	
3	82	W	0	W	27-1/3	36-5	51-25	
4	61	W	0	W	20-1/3	35-4	51-25	with S. Dist 4-37
5	52	W	0	W				

Completed by instrument 28-30 to the north of the road

at 2 of clock in the afternoon 2 ships some being the  
 Exochord and Exochord both of them by midday  
 came into the road and anchored by 26  
 from the 10th onto the 17th most part south of wind and far  
 water in morning we set sail from here for England  
 the ship being hit by the Exochord and  
 the Exochord in the road of Salsania. God give  
 his blessing to order of our proceedings.

On 17<sup>th</sup> of July in the morning sett sail from the  
Bar of Salamina for England the Lord Bishop's Fleet 1666

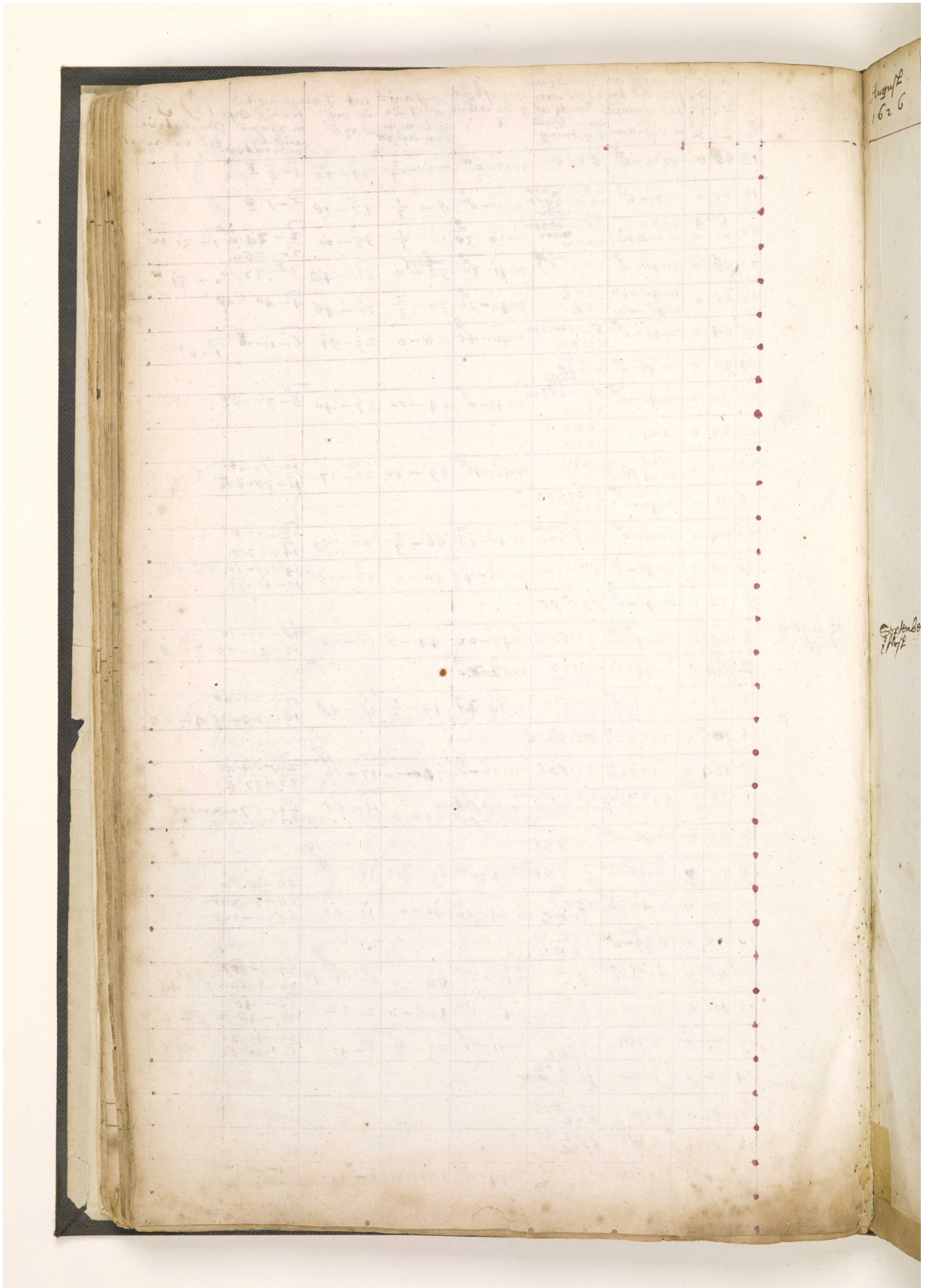
from the 5<sup>th</sup> at noon until the 6<sup>th</sup> at 6<sup>th</sup> of the night in  
the morning was 24 leagues by the square of work 15 parts  
steered the wind being so that they saw most the Island  
of Saint Helena bearing north east and be off from 10  
leagues from the wind far off they could not see  
it bear east & southerly differing from 3 former passages  
near 20 leagues by reason of defect in the steer and the  
mist making their log line with other impediments &  
not having power to reform it but that that had  
farther differing from the truth 23.

6<sup>th</sup> in lat. 15-32 lon. 24-57 to the west of Salamina  
after meridian and 22-39-10 in plane being in  
more distant and nearer than the point you see  
for the 24 leagues sail & could see for the it was  
most do to point to the minute of latitude and  
longitude but I never did nor will from my reason  
for it now I give the latitude and longitude the 6<sup>th</sup>  
ground in my former Exposition then being near to  
to the point since the 24 leagues also other reports  
reference refer in this not of miles: but leagues will  
be better still &c.

July  
1666

July  
1666





August 1626	Day of Month	Hour of Day	Wind or Direction	Force or Speed	Direction of Wind	Distance in Leagues and Cubits	Lat: deg and min	Lon: from Cape or Mountain	Variation of East or West
	18	95	4	n w	ESE	W 43-10	31-5/8	0-30	35-42-30
	19	102	0	n w	SE/ESE SEBS	N 40-0 W	35-1/6	0-N 43	36-50-30 39-53-40
	20	120	0	n w	SE E SE				
	21	110	0	N 40-0 W	SE SEBE	N 39-20 W	76-2/3	0-N 42	39-18-30 42-31-40
	22	100	0	N 40-0 W	SE	N 34-0 W	36-1/2	5-13	42-20 43-32-50
	23	96	0	N 36-0 W	SE/ESE S				2 E-17
	24	130	0	N 40-0 W	long SSW rain				
	25	15	0	N 36-0 W	rain rain				
	26	105	0	N 36-0 W	SE/SSW rain				
	27	82	0	N 36-0 W	SWBS SSW/SW rain	N 39-45 W	116-0	9-42	44-5 47-20
	28	17	0	N 36-0 W	S/SSW rain				
	29	24	0	n n w	rain rain				
	30	97	0	N 36-0 W	NEB rain				
	31	110	0	n n w	NE/NEB rain	N 34-30 W	69-0	13-33	46-3 49-20-30
September	1	74	0	n n w	E/ENE rain	N 26-0 W	24-0	14-30	46-33-30 49-53-00
	2	52	6	N 30-0 W	NEB/NE rain	N 42-0 W	20-1/2	15-22	47-27-00 50-43-00
	3	92	3	N 16-0 W	ENE/NE rain	N 32-30 W	30-5/6	16-40	48-12-00 51-34-00
	4	98	0	N 12-0 W	ENE rain				
	5	94	0	N 37-0 W	NE rain	N 33-30 W	64-0	19-20	49-57-57 53-35-00
	6	97	5	N 28-0 W	ENE rain	N 31-40 W	32-1/2	20-43	50-50-29 54-30-00
	7	70	4	N 28-0 W	rain rain				
	8	62	0	N 19-0 W	rain rain	N 41-25 W	46-2/3	22-16	52-35-57 56-23-00
	9	45	2	N 30-0 W	NE				
	10	30	1	N 34-0 W	NEB rain	N 34-45 W	24-2/3	22-57	53-36-57 57-29-00
	11	42	0	N 30 W	SE rain				
	12	82	3	N BE	E/EBN				
	13	87	0	N 1/2 E	EBN rain				
	14	66	0	N BE	EBN rain				
	15	56	2	N 6-0 W	E/ENE rain				
	16	15	0	N 30-0 W	E/SE rain	N 21-45 W	102-0	28-2	55-00-57 58-46-00
	17	39	0	N BE	E/SE rain				
	18	88	2	N 16-E	SE/E/SSW rain	N 27-30 E	40-0	29-41	53-23-27 57-38-30

On the 4<sup>th</sup> of October being the  
 Sabbath I have the from low on straight  
 line in new land S. E. Jud. the 1<sup>st</sup>  
 being 7 leagues long. So far to our  
 view

On the 7<sup>th</sup> at 9 of clock in the noon flowers  
 bore W. B. n. from 8 leagues lat 39-21  
 39-36

Continuing by the command of the  
 on the 8<sup>th</sup> a fair sea being the afternoon  
 with a soft wind to the westward

The course from flower not in  
 known to any other standing man  
 to the said sailing at sea  
 but on the 14<sup>th</sup> we had sight of all by an orbicular

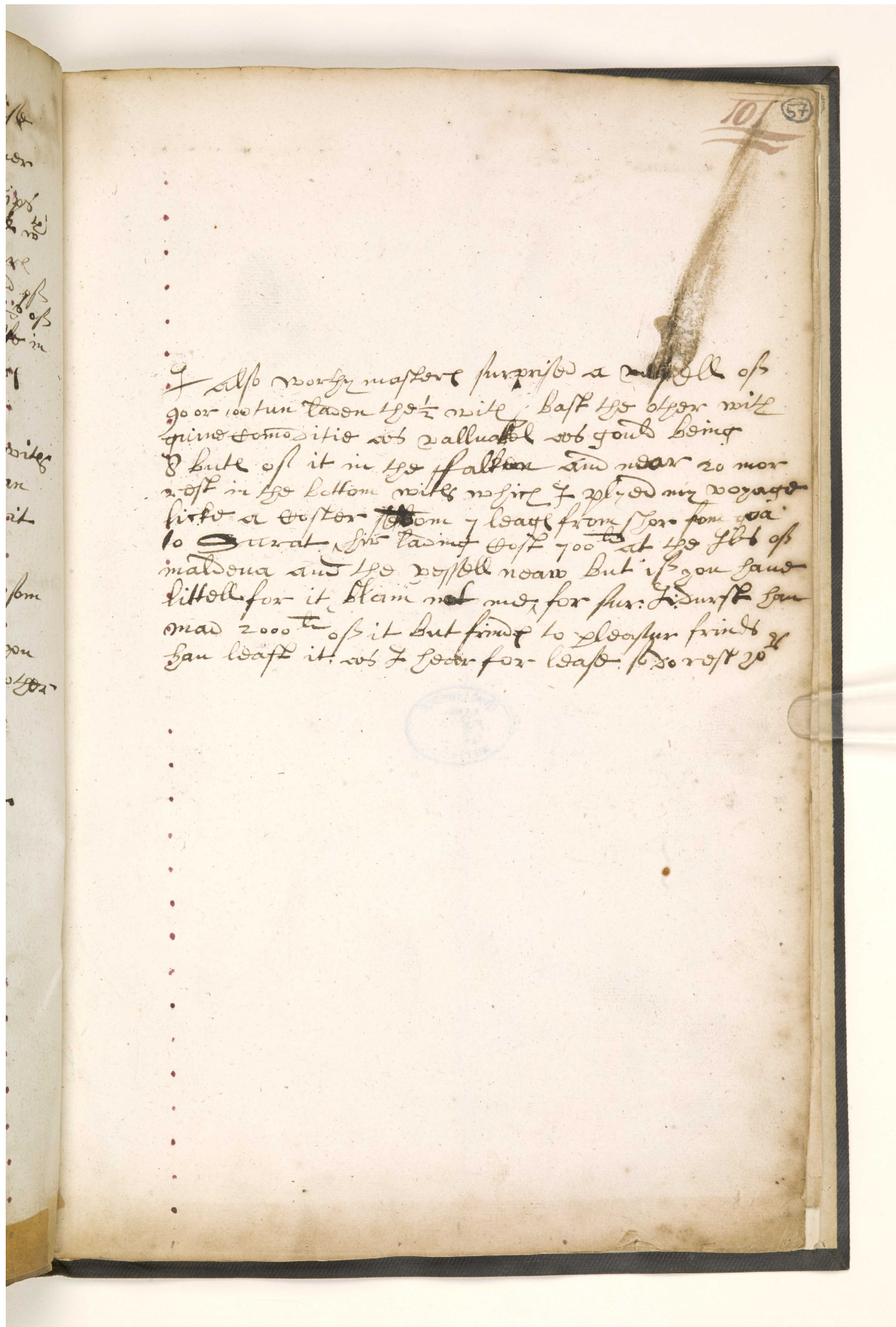
So at gods pleasure being expelled from the said  
 not suffering to so much four hours in trial to sea  
 man or mat. gratification to the country

19  
20  
21  
22  
23  
24  
25  
26  
27  
28  
29  
30  
31  
October

Date	Hour	Wind	Direction	Force	Latitude	Longitude	Remarks
1626	19 1/2	0	n 33- E	n n w / w		30-25	
	20 61	0	E 35- n	n B w / n w	E 31-15	40-0	30-33
	21 7	0	E n E	n			30-33
	22 27	0	W 40	n B E / n n E	W 13-16	17-3	30-38
	23 9	0	n 1/2 E	n n E			30-38
	24 30	0	n w 3/4	n n w			30-38
	25 5	1	n E	n w / n			30-38
	26 17	0	n w	n n w / n n w			30-38
	27 17	0	n w	n n w / n n w			30-38
	28 34	0	n w	n n w / n n w			30-38
	29 8	2	n 33- w	n E E	W 34-12	43-3	33-53
	30 49	0	n 25- w	n E / n E B			33-53
October	1 56	0	n B W	n E / n E	n 10	13-6	35-18
	2 81	0	n 17- w	n B / n E	n 13-0	21-23	36-20
	3 32	0	n E	n E			37-4
	4 16	0	n n E	n n E			37-59

Reason it was demanded to him go ship Jan  
 he said he would if but 3 or 6 days more they no need  
 to him for mending the vessel for he would be left  
 enough to reform for the rest for he would be left  
 and his own health being sick was bad and trust  
 out of the Lamb to go to the and to be off and  
 flourish under the vessel happened to all  
 affayre (and can find a sure party 3 days  
 means in a minute to mark go with the vessel  
 fast and for the vessel to go rest for the  
 but not for the vessel to be taken and for the

On right no. 35 Jehonath blise  
 yo intended assinge also yo former  
 If yo please would but sufforeda shipps  
 to transport the desperate goods and beniafca to  
 other margant of India the profit of 2 years  
 freight would be given to me for England of  
 800 of the Lontes in burton. and in 6 months of  
 yo our in restment you may near profit halfe in  
 halfe making 2 returne in 6 months yo goods  
 in the Lontes so please might him send for  
 money or for if would send down six wites  
 100 l. If yo please in Jmoudry can  
 have 2 and 1/2 in on muntys fastening it  
 for them so lude / or by not for you / but  
 beatter give way that or may comerd in som  
 proportion betw margant and samass and you  
 would send the way goods at returne of other  
 warty mastore do rest yo desiring  
 but 2 Lontes conferent wites in muntys  
 to Jluston for fuler tin so please  
 yo 2 shipps



107  
I also wrote master surpris'd a cask of  
90 or 100 tun lason 1/2 mile, last the other with  
gins & some ditto w<sup>ch</sup> calluall w<sup>ch</sup> gold being  
I bute of it in the fallow and near 20 mor  
w<sup>ch</sup> in the bottom w<sup>ch</sup> w<sup>ch</sup> I w<sup>ch</sup> did my voyage  
first a wester from 7 leage from Per. from wa.  
to Surat. I w<sup>ch</sup> lasing of 700<sup>l</sup> at the g<sup>l</sup> of  
maloua and the w<sup>ch</sup> w<sup>ch</sup> now but if you saw  
littell for it blame not me for fur. I durst you  
mad 2000<sup>l</sup> of it but find to pleaseur frinds  
I w<sup>ch</sup> w<sup>ch</sup> I w<sup>ch</sup> for leage. to do w<sup>ch</sup> w<sup>ch</sup>

