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النسخة الإلكترونية من هذا السجل متاحة للاطلاع على الإنترنت عبر الرابط التالي:

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تحتوي النسخة الإلكترونية على معلومات إضافية ونصوص وصور بدقة عالية تسمح بإمكانية تكبيرها ومطالعتها بسهولة.

### يوميات عن السفينة

المكتبة البريطانية: أوراق خاصة وسجلات من مكتب الهند

IOR/L/MAR/A/LVII

١٤ مارس ١٦٣٢-١٢ أغسطس ١٦٣٣ (ميلادي)

الإنجليزية في اللاتينية

مجلد واحد (٤٣ ورقة)

رخصة حكومة مفتوحة

المؤسسة المالكة

المرجع

التاريخ/ التواريخ

لغة الكتابة

الحجم والشكل

حق النشر



### حول هذا السجل

يوميات لرحلات السفينتين جونا [يشار إليها "جوناه"] وإكستشينج  
التابعتين لشركة الهند الشرقية، أشرف عليها ضابط مجهول خدم في كلتا السفينتين على التوالي.

تتعلق اليوميات بأجزاء من الرحلات التالية: السفينة جونا، رحلة من إنجلترا إلى  
سورات، (القبطان جون ويدل، والقائد ريتشارد مونك)، ١٦٣٢-١٦٣٥، والسفينة إكستشينج،  
رحلة من إنجلترا إلى سورات، والعودة، (القبطان جون بين، والقائد ريتشارد أندروز)، ١٦٣١-١٦٣٤.

تتناول اليوميات الجزء التالي من رحلة السفينة جونا (التواريخ المذكورة هي تواريخ  
الوصول ما لم يُشر إلى خلاف ذلك): غادرت ذي داووز في ٢٩ مارس ١٦٣١ [٢٩ مارس ١٦٣٢ حسب أسلوب  
التأريخ الجديد]؛ ١٨ يوليو ١٦٣٢، خليج سانت أوغستين؛ ١٦ أغسطس ١٦٣٢، موهيلي؛ ٢٥ سبتمبر ١٦٣٢،

جاسك؛ ٠٢ أكتوبر ١٦٣٢، بندر عباس؛ ٢٨ نوفمبر ١٦٣٢، سوفالي، سورات. في ٢٨ ديسمبر ١٦٣٢ نُقل الضابط الذي كتب اليوميات إلى السفينة إكستشينج . وتتناول اليوميات بعد ذلك الجزء التالي من رحلة السفينة إكستشينج (التواريخ المذكورة هي تواريخ الوصول ما لم يُشر إلى خلاف ذلك): ٢٧ يناير ١٦٣٢ [٢٧ يناير ١٦٣٣ حسب نمط التاريخ الجديد]، غادرت سوفالي؛ ٢٩ مارس ١٦٣٣، جزيرة تيكوس، ماليزيا؛ ٢٥ يونيو ١٦٣٣، باريامان، إندونيسيا. وتنتهي اليوميات في أغسطس ١٦٣٣ عندما كانت السفينة بجوار بانكولو، إندونيسيا.

المذكرات مذيّلة: [الحملة في البر والبحر]، ١٤ مارس ١٦٣١ / ١٦٣٢. يوميات رحلة إلى سورات في شرق الهند لأسطول مكون من ٥ سفن، وهي ذي تشارلز أميرال، وجونا فائس أميرال، ودولفين، وريير أميرال، وذي هارت أند ذي سولو، حفظها الله وأوصلها أمانة إلى موانئها المرجوة. أمين (الورقة ٥).

تشير مذكرة إلى أن الكاتب نُقل من السفينة جونا نتيجة مشاورة المجلس في ٢٨ ديسمبر ١٦٣٢، إلى السفينة إكستشينج ، للقيام برحلة إلى الساحل الغربي لسومطرة. واليوميات بعد ذلك مذيّلة: "السفينة إكستشينج، والحملة، ٢٧ يناير ١٦٣٢ [٢٧ يناير ١٦٣٣ حسب الأسلوب الجديد]" (الورقة ٢٦).

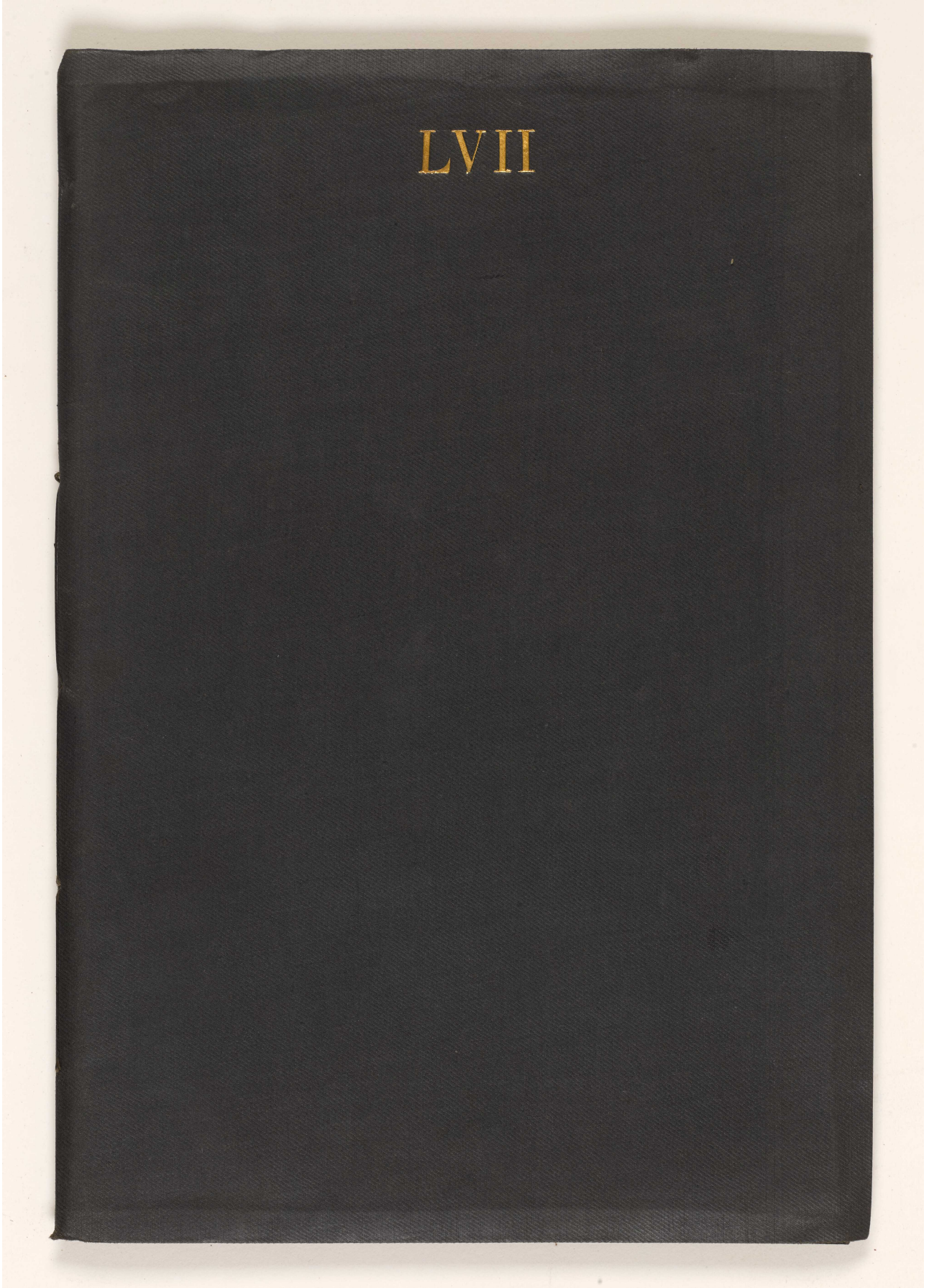
تتضمن اليوميات تدوينات منتظمة شبه يومية. التدوينات مؤرخة في الهامش الأيسر، والذي يحتوي أيضًا على قراءات ملاحية وملاحظات متفرقة.

تسجل اليوميات: المعلومات الملاحية؛ التيارات؛ الرياح؛ الطقس؛ حالات الوفاة بين أفراد الطاقم؛ إشارات إلى السفن التي أبحرت معها السفينتان جونا وإكستشينج ضمن قافلة؛ والنشاط التجاري.

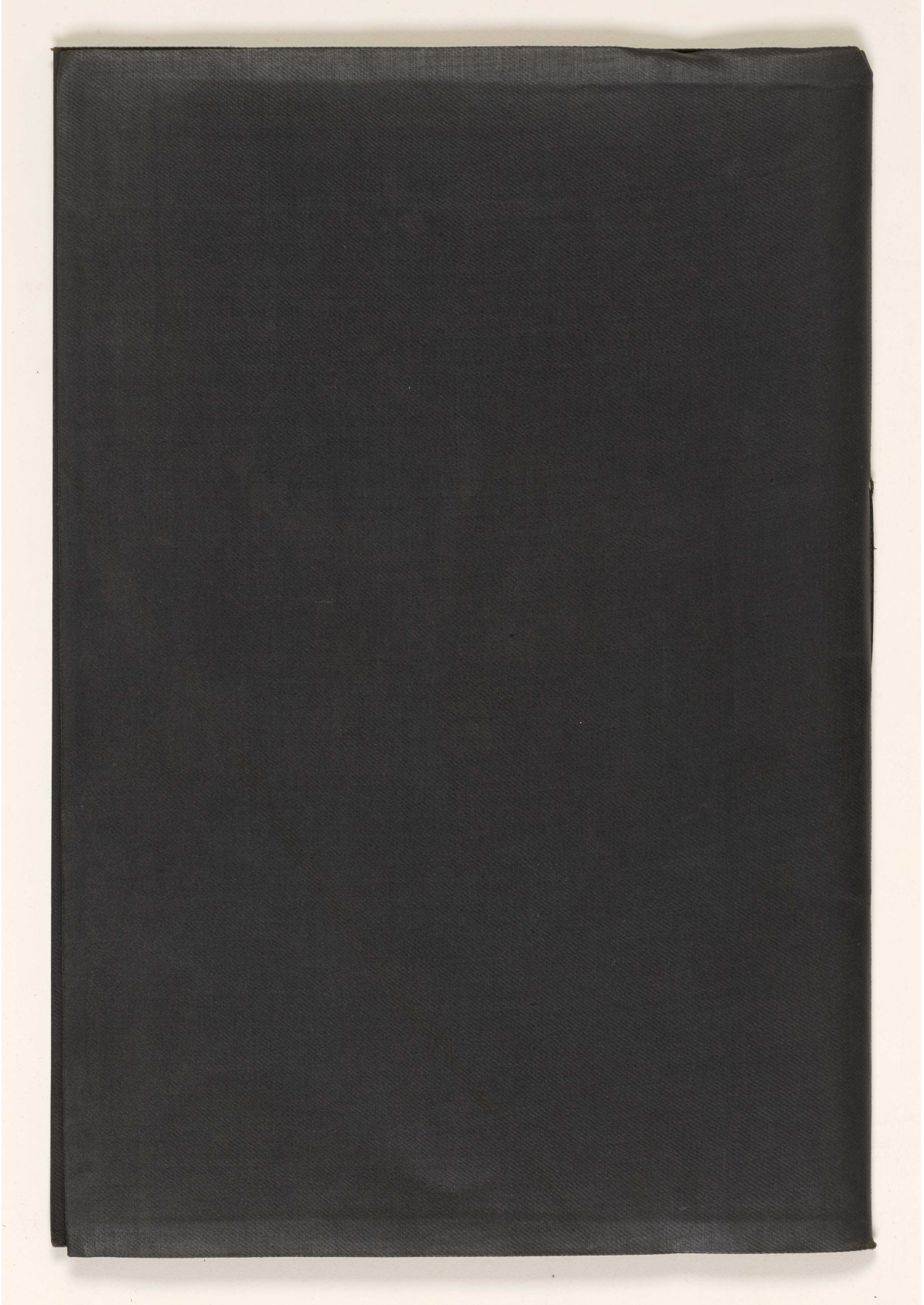
تستخدم اليوميات تواريخ حسب نمط التاريخ القديم (التقويم اليولياني).

توجد ملاحظة غير مؤرخة تتعلق بمصدر ومحتوى اليوميات في الورقة ٢. تشير الملاحظة إلى أن اليوميات تم شراؤها في سنة ١٨٩٤، وأن كاتب اليوميات كان على الأرجح أحد وكلاء ربان السفينة جونا، ولكن لم تُعرف الصفة التي عمل بها على متن السفينة إكستشينج.

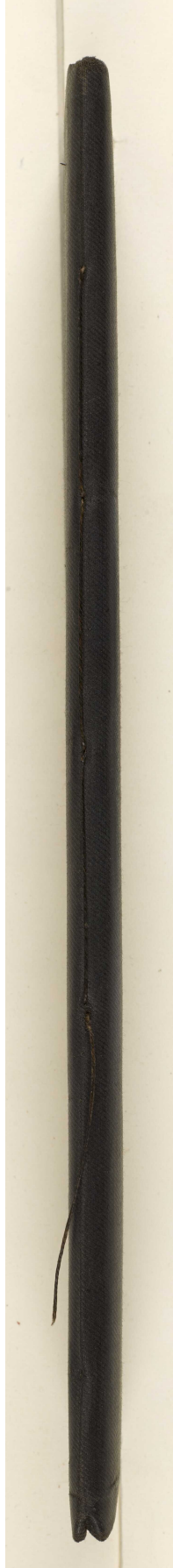
يوميات عن السفينة جوناس والسفينة إكستشينج [أمامي] (٩٤/١)



يوميات عن السفينة جوناس والسفينة إكستشينج [خلفي] (٩٤/٢)



يوميات عن السفينة جوناس والسفينة إكستشينج [صلب] (٩٤/٣)



يوميات عن السفينة جوناس والسفينة إكستشينج [حافة] (٩٤/٤)



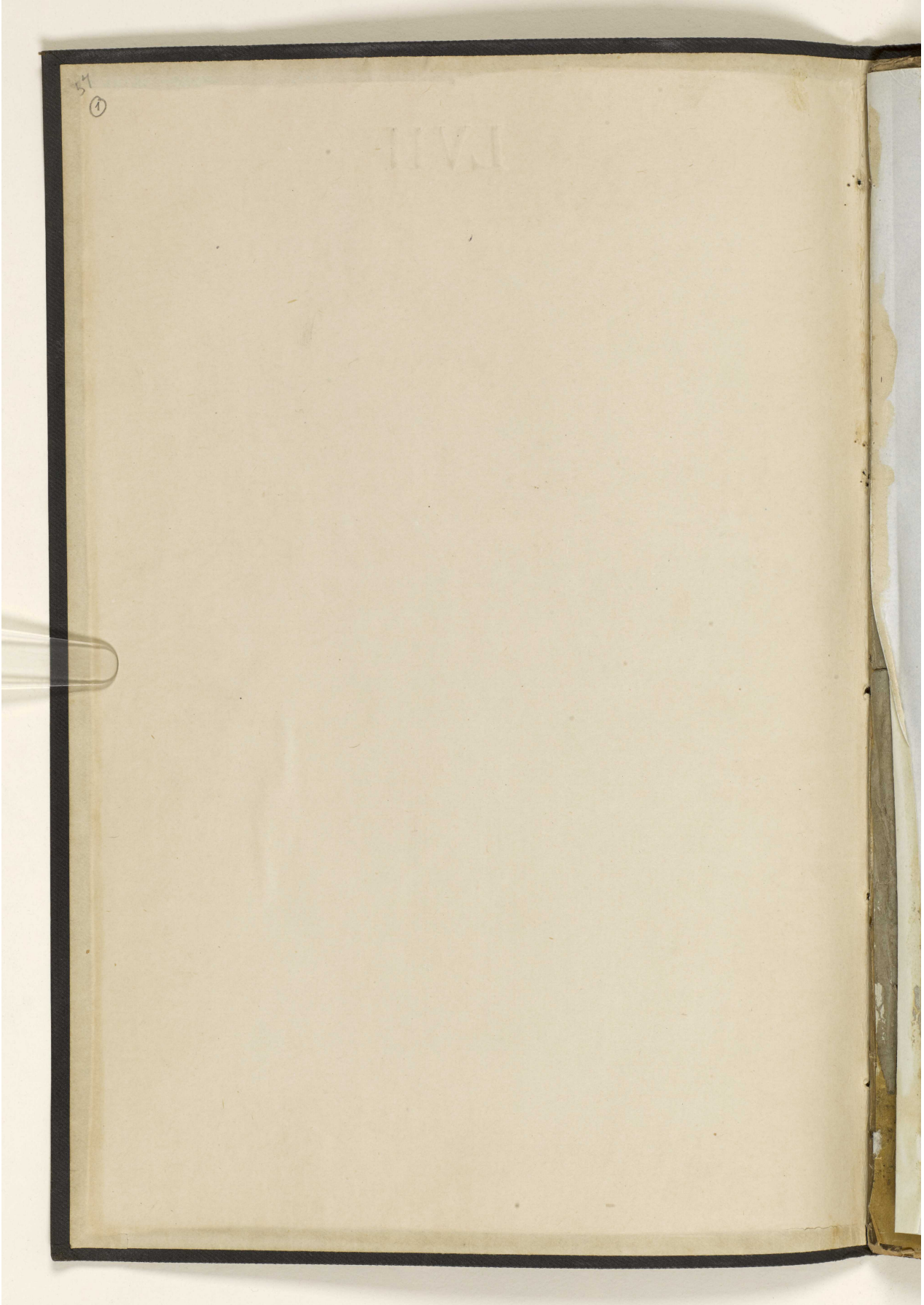
يوميات عن السفينة جوناس والسفينة إكستشينج [رأس] (٩٤/٥)



يوميات عن السفينة جوناس والسفينة إكستشينج [ذيل] (٩٤/٦)



يوميات عن السفينة جوناس والسفينة إكستشينج [أمامي-داخلي] (٩٤/٧)



583  
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This log was purchased, on the 29th March, 1894, from Mr. R. Jones, of 25, Angles Road, Streatham, S.W., who stated that it had been given to him many years ago.

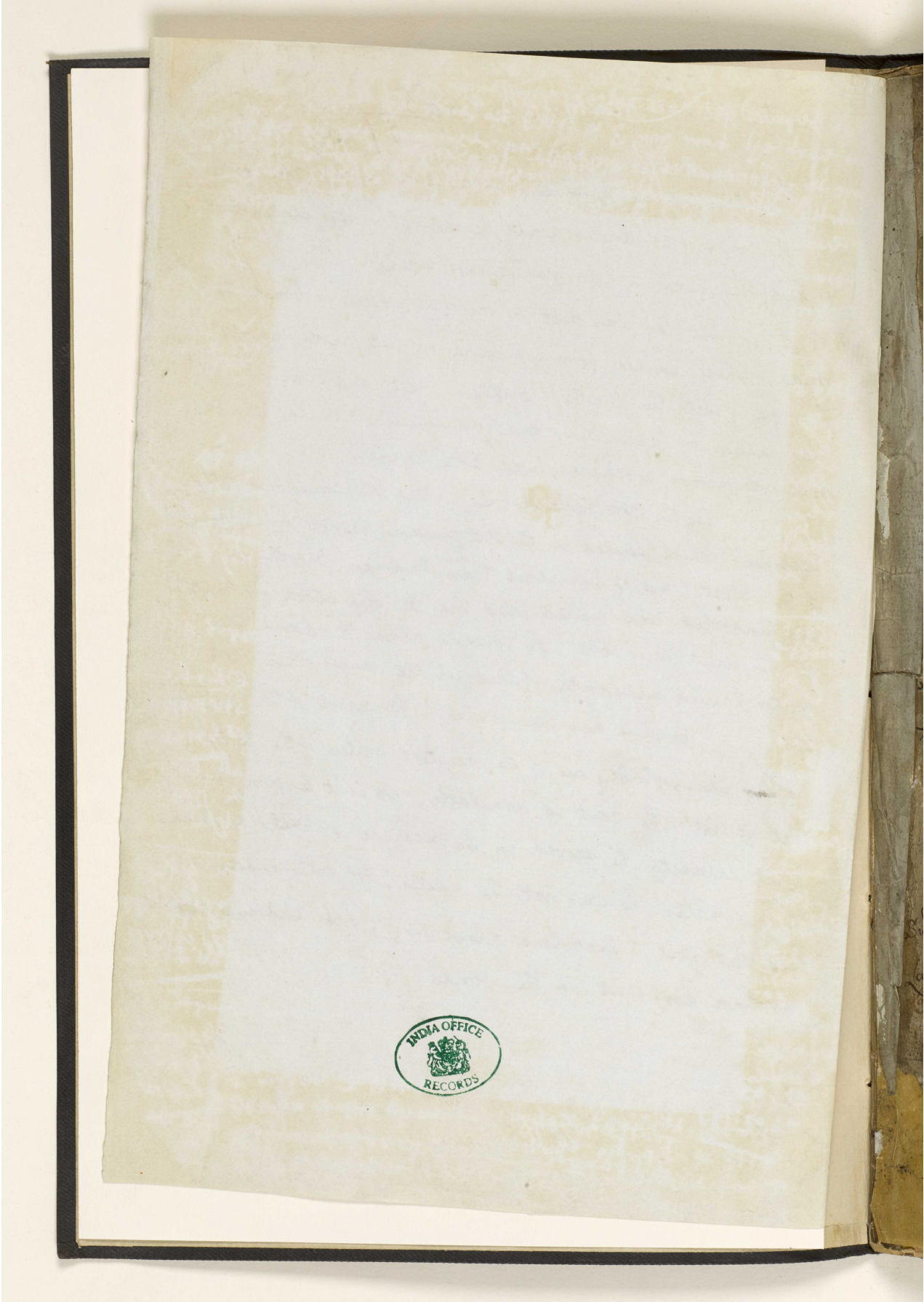
The Log was kept by one of the officers on board the "Jonah", which sailed from Gravesend on 14th March, 1631-32, in company with the "Charles", "Dolphin", "Hart" and "Swallow".

They called at St. Augustine's Bay (Madagascar), Mohilla, Johanna, Jask, + Gombroon, + reached Surat, 28th November, 1632.

On the 28th December, the writer was transferred to the "Exchange", which sailed on the 27th January, 1632-33, on a voyage to the West Coast of Sumatra - Tikou, Prisman, Indrapura, and Bencoolen were visited, and then the ship stood for Bantam. At this point (Aug. 1633), the journal comes to an end, the writer having apparently filled up the pages of his book.

No clue has been found to the name of the writer. He ~~was~~ was probably one of the master's mates of the "Jonah", but no list of the crew is available, nor is it known in what capacity he served in the "Exchange" - Altho' he speaks of "my mates", he was not the master, for Peter Andrews held that post (Surat Cons. + Court Min.); and Andrews could not have come out in the "Jonah".

يوميات عن السفينة جوناس والسفينة إكستشينج [ظ٢] (٩٤/٩)



Inus Deo q. n. a. p. J. Ennis  
Marty 14<sup>th</sup> ad. D. 1631.

Journal of a voyage to Savat in East India  
by three fleets of 5 sayles of Ships: viz:  
The Charles: Admirall: Jonah Viceadmirall  
Dolphin Rear-Admirall. The Hart & y<sup>e</sup>  
Swallow: who God preserve & send safe to  
their desired ports. It men

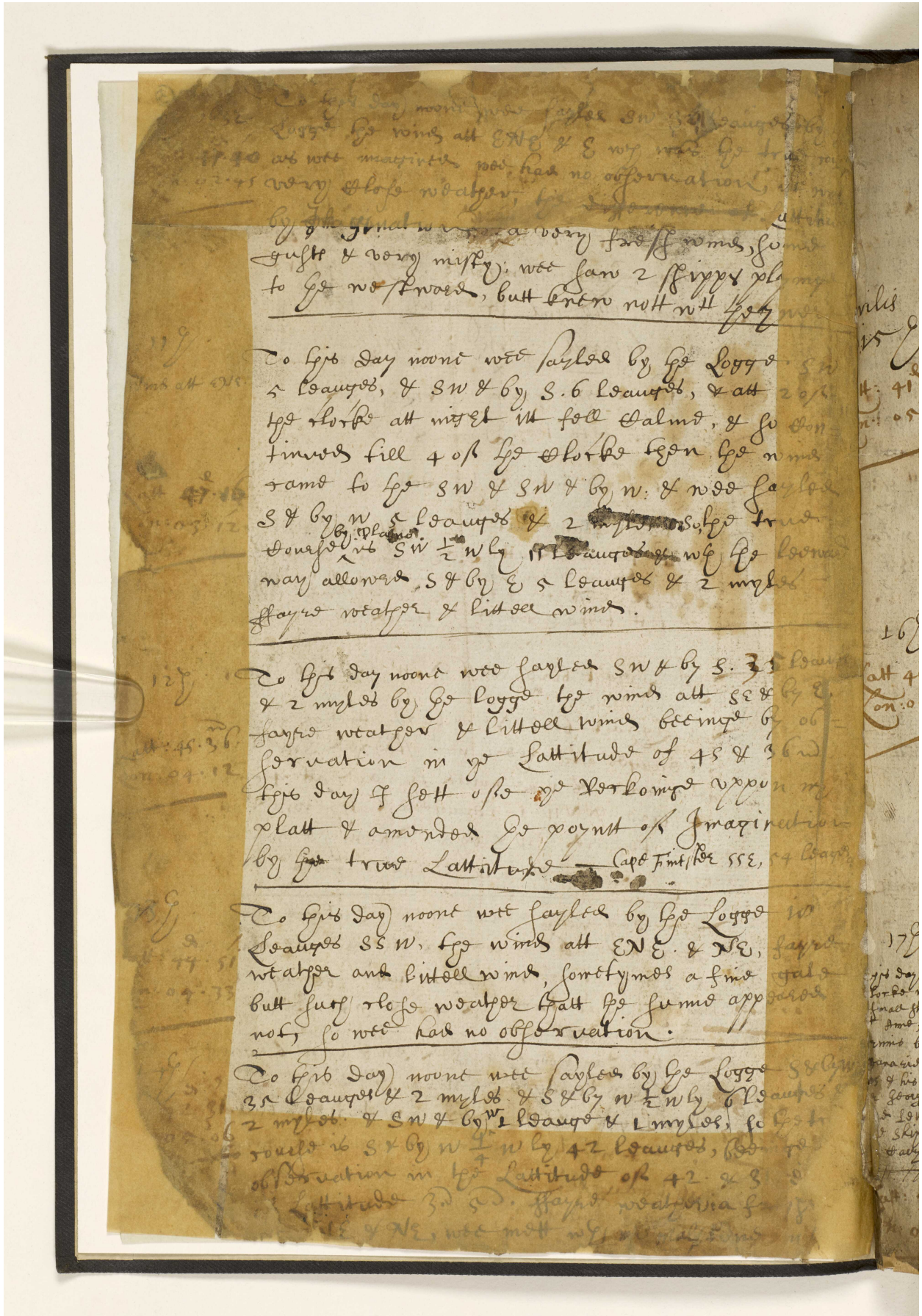
4<sup>th</sup> Dec. Sett sayle from Gravesend  
29<sup>th</sup> Dec. Sett same into the Downs:  
29<sup>th</sup> Dec. Sett set sayle out of the Downs:  
1<sup>st</sup> Jan. Sett bore steere into y<sup>e</sup> Portland Road & called for  
Grave the wind at SSE: Howle weather: the load  
light in N.W. & you may come in tid you bring the  
wind at SE of you & ride in a or 4 fathoms soft way round.  
Sett set sayle from y<sup>e</sup> Portland.

2<sup>nd</sup> Jan. Sett bore west N. W. of the 6 leagues off  
7<sup>th</sup> Jan. Sett bore NW & by N. at 10 of the Charles  
& leagues off the 7<sup>th</sup> Jan. bore SW & SW by N  
at 10 of the Charles by. and at 4 of the Charles  
it bore NNW to leagues off the wind at SSE:  
with the 7<sup>th</sup> Jan. bore SW & by S. Then the wind light  
to the S & S & by W. raine & fowle weather

8<sup>th</sup> Jan. This day noon we were distant from the  
aboard us at 10 of the Charles the true course being  
a SW & by N. way is leagues being by observation  
in the Latitude of 49. & 0 N. Raine at night

9<sup>th</sup> Jan. So this day noon sayle SW & by N 6 leagues. &  
& by S. 3 leagues & W.S.W. 7 leagues. So the true  
the logg is 16 leagues SW  $\frac{1}{2}$  N. by. but the true  
course w<sup>ch</sup> the Leonard way allowed is 16  
16 leagues, & had no observation left the  
fowle weather the wind variable

يوميات عن السفينة جوناس والسفينة إكستشينج [ظ ٣] [٩٤/١١]



... very close water, but  
by the general appearance of the  
gulls & very misty, we saw 2 ships  
to go no further, but later not with

To this day noon we sailed by the Logge SW  
5 leagues, & SW & by S. 6 leagues, & at 2 o'clock  
the ship at night in full calm, & for  
times till 4 o'clock upon the same  
saw to go SW & SW & by W. & was sailed  
S & by W 5 leagues & 2 miles, & then  
went SW  $\frac{1}{2}$  W by 11 leagues, & we  
way allowed S & by E 5 leagues & 2 miles  
fayre weather & little wind.

To this day noon we sailed SW & by S. 3 1/2 leagues  
& 2 miles by the Logge the wind at SE & by E.  
fayre weather & little wind because of  
formation in the latitude of 45 & 36  
this day I got the working upon my  
plate & amended the point of imagination  
by the true latitude. Cap Finck 55, 54 leagues

To this day noon we sailed by the Logge 10  
leagues SSW, the wind at ENE & NE, fayre  
weather and little wind, sometimes a fine gale  
but just close water that the same appeared  
not, so we had no observation.

To this day noon we sailed by the Logge 8 1/2  
leagues & 2 miles & S & by W 1/2 W by 6 leagues  
& 2 miles & SW & by W 1/2 W by 4 1/2 leagues, so  
could be S & by W 1/2 W by 42 leagues, but  
observation in the latitude of 42 & 38  
latitude 30 SW. Fayre weather & little  
wind & NE, we with my observation

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يوميات عن السفينة جوناس والسفينة إكستشينج [ظ ٤] (٩٤/١٣)

19<sup>g</sup> To this day noon we sailed by the Logge 32 fogs  
 32 S & by W. & 5 leagues SSW, by true course by plane  
 is 37 leagues S & by W a little westerly, by wind  
 37.50 at N. & N & by E a fine fresh gale blew westerly  
 06.20 & some showers, by suns observation we had  
 we had no observation, in the morning  
 about 6 of the clock we saw the light of St. George  
 the red away  $S. \frac{1}{2} E$  westerly so we lost the sight  
 of him before noon. The winds constant

19<sup>g</sup> To this day noon we sailed by the Logge S & by W. 44  
 leagues by wind at N. & NNW a fine fresh gale  
 blew westerly and dry being by observation  
 the latitude of 35 & 51. This day at 12 of the  
 the true course upon my plate being by  
 imagination in the latitude of 35 & 40. Then had  
 we saw the light of St. George at a little E by  
 N 4 leagues off the point of imagination amount  
 the winds constant

20<sup>g</sup> To this day noon we sailed by the Logge S & by  
 W. 30 leagues, by wind at N. & N & by E  
 blew westerly & a fine gale, being a very  
 fine sun shine morning till 1 of the clock  
 and then it grew very thick and dusty,  
 so that we had no observation then we  
 sailed by the Logge S & by W. 20 leagues off  
 the point of St. George at 1 of the clock having  
 run 20 miles  $S. \frac{1}{2} W$  by. we saw the Land  
 viz the Island of Santo, which may be 16 or  
 17 leagues off at 1 of the clock in the latitude of 33  
 & is N. & being by imagination at noon in the  
 latitude of 33 & 40. Saw the water somewhat hazel

21<sup>g</sup> From 6 of the clock yesterday to this day noon we  
 sailed by the Logge 26 leagues, and at 6 of the  
 clock the Island of Santo bore WSW of us 10  
 leagues off, being now by observation in the  
 latitude of 31 & 43 the compass varied 5 deg



24<sup>th</sup> / 1632. To this day noon we sailed by the Logge  
 SSW 50 leagues w<sup>th</sup> the wind at NNE a  
 very fresh gale, the Compass varied  
 4 degrees to the S point w<sup>th</sup> the  
 true course w<sup>th</sup> the variation allowed  
 is SSW  $\frac{1}{4}$  w<sup>th</sup> by beinge by obser-  
 vation in the Latitude of 25. & 5 m.  


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 25<sup>th</sup> To this day noon we sailed by the Logge  
 SSW 46 leagues w<sup>th</sup> the wind at NNE a very  
 fresh gale, the Compass varied 4 degrees to  
 the S point w<sup>th</sup> the true course w<sup>th</sup>  
 the variation allowed is SSW  $\frac{1}{4}$  w<sup>th</sup> 46 leagues  
 beinge by observation in the Latitude of  
 23 & 7 m. flaggs water. wind constant  


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 26<sup>th</sup> To this day noon we sailed by the Logge  
 SSW 40 leagues. the wind at NNE a very  
 fresh gale, the Compass varied 4 degrees. So  
 the true course w<sup>th</sup> the variation allowed is  
 SSW  $\frac{1}{4}$  w<sup>th</sup> 40 leagues beinge by observation  
 in the Latitude of 20 & 45. E observation was  
 somewhat dark havinge no good shadow. noon was  
 Daze Blanco E & by 3 of vs. 20 leagues obs.  


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 27<sup>th</sup> To this day noon we sailed by the Logge  
 S  $\frac{1}{2}$  W 56 leagues. the wind at NNE a very  
 fresh wind, the Compass varied 4 degrees  
 so the true course w<sup>th</sup> the variation allowed  
 is S  $\frac{1}{2}$  W 56 leagues beinge by observation  
 in the Latitude of 10. 1. m. this day I  
 shot the my workinge upon my plat. a  
 little before noon we broke the mizzen  
 Cross-jaire, flaggs water.

April 15 20<sup>th</sup> To this day noon we sailed by the Logge S. 48 leagues the wind at N. a fresh Gale, the Compass varied 4 degrees. So the true course by the variation allowed is S  $\frac{1}{2}$  W. by N. we could have no observation being almost under the Sunne, but somewhat to the Nward of us. The weather, & very hazy. yet that it is always hazy and hazy weather near the Sunne, & the next to the Sunne the more hazy.

Lat. 16. 46.  
Lon. 11. 37  
Lon. 12. 00

Sunday 29<sup>th</sup> To this day noon we sailed by the Logge S. & S  $\frac{1}{2}$  W. & S  $\frac{1}{2}$  E. 41 leagues. but the true course by the variation allowed is S & by W. 40 leagues about 10 of the clock it grew little wind, & layd rot away, we were at last so near the Sunne that we could not trust our observation of the Magnet went aboard the Logge to the Sunne.

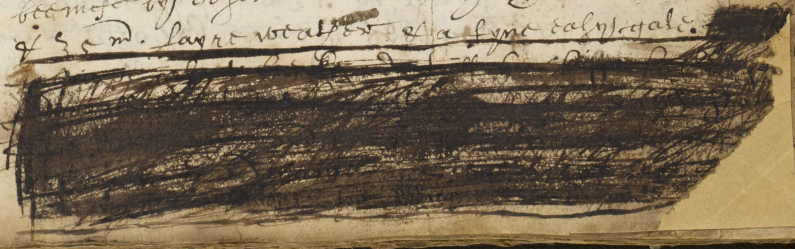
Lat. 14. 49  
Lon. 11. 37  
Lon. 12. 10

30<sup>th</sup> To this day noon we sailed by the Logge 30 leagues & 1 mile the course S & by E & SSE, the wind at N. & NNW. a fine Gale. the Compass varied 4 degrees so the true course by the variation allowed is S & by E. a little error being by observation in the Latitude of 12. and 10. the same to the Nward of us. yet observation we could not trust being yet so under the Sunne, but by Imagination only were in the Latitude of 12. & 10. The weather

Lat. 12. 50  
Lon. 11. 36  
Lat. 12. 00  
Lon. 11. 37

May 1<sup>st</sup> 1632. To this day noon we sailed by the Logge 47 leagues & a mile, S & by E & SSE. the Compass varied almost 4 degrees. so the true course by the variation allowed is S & by E 42 leagues being by observation in the Latitude of 10. & 9. The weather & a fine Gale.

Lon. 11. 11  
Lat. 10. 35  
Lon. 11. 37



May 28  
1632. To this day noon we sailed by the Logge 20  
leagues & 2 miles by the wind SSE by the Comp  
the wind all NNW and NW. sayd we alse  
and litle wind: beinge by observation  
Lon: 10. 59. in the Latitude of 9. & 35. so the true  
Lat: 9. 35. Course w<sup>th</sup> the variation allowed  
Lon: ~~14. 19~~ the Difference of Latitude is S 4 by E 20  
leagues & 1 mile.

30 To this day noon we sailed by the Logge 10  
leagues and a mile S 4 by E by the Compasse  
the wind all NNW. & NW. & some times all  
W: sayd we alse and litle wind but the  
true course w<sup>th</sup> the variation allowed, and by  
the Difference of Latitude is S. 20 leagues  
Lon: 10. 59. and a mile beinge by observation in the  
Lat: 9. 35. Latitude of 9. & 35. The day layd  
Lon: ~~14. 19~~ went all aboard the Dolphin, to dinner.

31 To this day we sailed by the Logge 25 leagues  
S 4 by E by the Compasse. the wind all NNW  
Lat: 07. 20 & NW. sayd we alse. but the true course w<sup>th</sup> the  
Lon: ~~14. 19~~ variation allowed is S 1/2 E by E: 25 leagues.  
Lon: 10. 50 the same began to be slender after cloud  
a storme so that we had no observation  
and it looked very darkly in the SE, and the  
the wind ramed to the E & by N. & E: and  
seemed to grow foule weather, but we had  
we had but a reasonable gale. feared  
a hurado. but afterwards it proved calme.

32 To this day noon we sailed by the Logge 10 leagues  
S 4 by E by the Compasse the wind ramed to  
the NNW against litle wind & calme, so the  
true course is S 1/2 E w<sup>th</sup> the variation allowed w<sup>th</sup>  
Lon: ~~14. 19~~ is 10 leagues beinge by observation in the  
Lat: 7. 22 Latitude of 7 degrees, sayd we alse & calme.

~~1632.~~ 1632.  
 Sunday.  
 wind N.W.  
 Lat: 6.17.  
 Long: 10.40.  
 Bar: 30.5  
 2. 62  
 To first day noon we had very little wind  
 but even so much as would give the ship fair way  
 way and sometimes calm. but by 2 difference  
 of latitude we found and drove by a  
 current 43 my miles by current in 24  
 To the southward between S & S & by E, &  
 Captain to try with way by current did  
 not count off. Gollinott by a lead & 2  
 lights not beinge better out the boat  
 did ride as if it had been at an anchor  
 and then 2 of the men heaved their oars  
 outboard not drove very fast from the boat  
 to the S. & S & by E: with this made it plain  
 that there was a current: we then the  
 Captain went aboard and gave us a good  
~~and then the ship was about 10 miles~~  
 To first day noon we had little or no wind very  
 hot & calm weather about noon as we thought  
 to have observed the same it grew very  
 cloudy and afterwards it rained a great way  
 day and afterwards calm again  
 To first day noon we sailed by the logg 16 miles  
 by 23 winds variable at NW. NE. & E. & SE. &  
 sometimes calm. we had much spray, thunder  
 and lightning: at 1 of the night we in the  
 morning the wind came to the SE. & E. a  
 fresh gale. beinge cloudy till midday  
 that we had no observation.  
 To first day noon we sailed by the logg in leagues &  
 a mile: the double. S by E. 20 miles. SEW. 11 miles.  
 SW & by W. 10 miles. & W. 10 miles. So the true course  
 by Plano. it SW & by S. 40 miles or. 13 leagues  
 & a mile. the wind variable, very much  
 and extreme lightning the weather here  
 and haze, we had no observation. The  
 Captain went aboard the ship to dinner

10<sup>th</sup> / 1632. To this day noon we sailed by the Logge 17 miles:  
 Lat. 4. 47  
 Lon. 15. 14  
 The course S 88 E 10 miles. & S 84 E 7 miles.  
 & S W 84 S 2 miles. So the true course by plane  
 is: S 88 E 8. 15 miles. The wind variable. /  
 very much layne & gusts. some thunder &  
 very much lightning. The water is thick  
 & cloudy. hath we had no observation. /

11<sup>th</sup> / To this day noon we sailed by the Logge  
 Lat. 4. 55  
 Lon. 15. 30  
 44 miles. The course S. 20 miles. & S 86 E  
 16 miles. & W S W 8 miles so the true  
 course by plane. is S 70. 12 leagues: we  
 had extraordinary laynes. Thunder & gusts  
 & talms. but no thunder & little lightning  
 The sky so full of layne, that as yet we  
 could have no observation. The wind variable. /

12<sup>th</sup> / To this day noon we sailed by the Logge 25  
 Lat. 3. 26  
 Lon. 10. 01  
 leagues. The course S. 14 miles. S 84 E. 42  
 miles. & S 88. 17 miles. So the true course  
 by plane. w<sup>ch</sup> the true way allowed is  
 24  $\frac{1}{3}$  leagues. S 84 E.  $\frac{1}{2}$  E. The wind very  
 variable, most commonly a fresh gale at  
 S W. S W 84 S. & W. extraordinary laynes.  
 but no thunder nor lightning, the sea full  
 of fish. The water so full of layne that  
 we could have no observation that summer  
 laynes not appeared this 3 dayes. /

Sunday 13<sup>th</sup> / To this day noon we sailed by the Logge  
 Lat. 1. 15  
 Lon. 10. 01  
 30 miles. The course S. 7 miles. S 84 E. 16 miles  
 & S 88 15 miles. so the true course w<sup>ch</sup> the  
 true way allowed is S 84 E. 44 leagues. The  
 wind variable much layne w<sup>ch</sup> the southerly  
 winds from midday layne overcast and dry.  
 The sun bright by 11 minute before by ob =

Observation in the Latitude of 21 $\frac{1}{2}$  N.  
~~Lat: 21.15 N.~~ Hazy weather at noon & little wind.  
 Wee farled at 4 of the clock in the morning after  
 the weather for west of the flock not from  
 us went after no 9 or 10 miles so not bore  
 little faye till they came up w/ us.

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17<sup>th</sup>. To this day went wee farled by the Logge 47 miles  
 & a half for courses. S. 6 miles. SSE 12 miles.  
 SSE 10 miles. SE by S. 15 miles. & SSE 4 miles.  
 So the true course with the Leeward way allowed  
 is SE 46 miles. the wind variable most commonly  
 a fresh gale sometimes stormy w/ haze &  
 John Gutierrez son of a farfall  
 Latitudo of 26 mynutes but wee had no goods  
 shadow & the sextant could not trust it  
 wee faye above after noon the Charles Ship

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18<sup>th</sup>. To this noon wee farled by the Logge 42 miles  
 SE by S w/ the Leeward way allowed being by  
 observation in the latitude of 4 mynutes w/ the  
 equator at 2 this afternoon  
 it w/ in 7 minutes of the Equatorial. some  
 raynt at night some by the Dalm. sun w/ the  
 faye weather and an east gale. the day  
 was higher w/ some bayles of a Dlog to look  
 low for water rations. ~~the~~

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19<sup>th</sup>. To this day went wee farled by the Logge  
 69 miles. the courses SSE. 12 miles & a half  
 SE by S 15 miles. & SE. 16 miles. but the true  
 course w/ the Leeward way allowed is  
 SE 23 leagues. the wind SW by S. & SSW. wee  
 had 2 or 3 stormy flowers. very little rain  
 after the flowers. wee had no observation  
 the sun being fallen when the glasses were  
 were out. Hazy weather for the most pt

17<sup>th</sup> To this day noon we sailed by the Logge 31  
miles. the course: SSE. 5 1/2 miles. & SW 86  
had no ob- 29 miles. with the S. wind way allowed, so the  
servation at true course by plane is: SW 9 leagues. the  
shown for the wind at S. & SSE: little wind, some showers  
of rain & some calm. In the morning the Swallow  
day. was aboard as far as we could see  
at 01. 50  
the ship was upon the deck. so we bore to her.

18<sup>th</sup> To this day noon we sailed by the Logge 50  
miles. the course: SSE. 5 miles. & SE 84 miles,  
at 01. 22 & SE 88. 6 miles. & S 8 by N. 4 miles, & SW 8 by N. 14  
miles, & W. 16 miles. so the true course by plane  
by the S. wind way allowed is SW. 10 leagues.  
The wind very variable, very hard gusts and  
much rain with stormy weather some times  
overcast & some calm. / The Charles went  
her shall aboard the Swallow to see what  
wanted that she could not keep us company. /  
The ship had some leak that she could not  
bear sail. but it was not for, for she could not  
bear sail by reason of her Swallow's leak. /  
We had no observation the weather being  
dark & cloudy.

19<sup>th</sup> To this day noon we sailed by the Logge 50 miles.  
the course: S. 15 miles. & a half. & SE 8 by E 18 miles  
at 01. 48 W. & a half. SSE. 8 miles. SE. 2 miles. S 8 by N. 5 miles  
& SW. 4 miles. so the true course by plane is:  
at 02. 20 SE 8 by E. 16 leagues. being by observation in the  
latitude of 28. 5 N. south latitude. the wind  
variable, very much stormy & turnado. & stormy  
weather, some times calm. and some say it was  
at 01. 50

20<sup>th</sup> To this day noon we sailed by the Logge 21 miles.  
the course: S. 3 miles. SW 85. 7 1/2 SW 86. 7 1/2  
at 02. 20 & SW. 3. so the true course by plane is:  
at 01. 50 the wind variable for the most part at SSE: some  
showers at night & calm. The Capt. went  
aboard the Charles to see for more.



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May 21<sup>st</sup> 1632. To this day noon we sailed by the Logge 10 myles  
to the South SW by S 2 myles & S. 3 myles. & the wind  
upon a Soulynt: all wind with the wind came  
to N & NNW: a fynt gale so we sailed SW by  
29 myles: so the true course by Plane is  
SSW: 39 myles: Hays weather no way yet: being  
by observation in the Latitude of 21. & 57<sup>n</sup>  
Captaynt Woodall came aboard & shir to dinner

Lon: 9<sup>o</sup> 5<sup>o</sup>  
Lat: 21<sup>o</sup> 17<sup>n</sup>  
Lon: 17<sup>o</sup> 40

22<sup>nd</sup>. To this day noon we sailed by the Logge 30  
leauges S. & S<sup>1</sup>/<sub>2</sub> N. but the true course by  
variation allowed & by the different of Latitude  
is S & by N. 33 leauges: the Com. was 5<sup>o</sup> 7<sup>n</sup>  
the wind at ENL: E. & E by S: a fresh gale  
being by observation in the Latitude of 4<sup>o</sup>  
& 34<sup>n</sup> Hays weather no way yet: there was  
a frost aboard the Swallow, but the Capt. went not aboard

Com. was: 5<sup>o</sup> 7<sup>n</sup>  
Lon: 9<sup>o</sup> 23<sup>o</sup>  
Lat: 4<sup>o</sup> 34<sup>n</sup>  
Lon: 17<sup>o</sup> 40

23<sup>rd</sup>. To this day noon we sailed by the Logge 26 myles  
to the South S. 41. myles & SW by N. 11. myles. S<sup>1</sup>/<sub>2</sub> N  
26. myles. SW by N. 3. myles. & W by S. 14. but the  
true course by Plane by the variation & the  
ward way allowed is SSW. 20 leauges & 1<sup>o</sup>.  
the wind at E. & E by S. a fresh wind, good  
of Hays & gusts: the weather hazy & misty.  
So that we had no observation: Yesterday  
about one of the clock we spied a single ad  
faint to leeward as we could see her upon the  
deck, so we bore up to her: she was a flamin  
bound to the Cape, a bigge ship: but least morning  
about 6 of the clock she hailed up all her sails  
and struck her top sayles upon the dapp: &  
fell astern, and by 10 of the clock she was  
out of sight: so I suppose she desires not to be

Lat: 5<sup>o</sup> 50  
Lon: 17<sup>o</sup> 43  
Lon: 9<sup>o</sup> 53

The Swallow bore  
her stars top mast  
by the board, shot  
off the dapp:

24<sup>th</sup>. To this day noon we sailed by the Logge 73  
myles S. & 20 myles S & by N. but the true course  
by the variation and the leeward way allowed  
is SW 34 leauges the wind at SSE: a fresh  
gale clear weather no Hays. being by  
observation in the Latitude of 7. & 33. and

Lon: 10<sup>o</sup> 01<sup>o</sup>  
Lat: 7<sup>o</sup> 33<sup>n</sup>  
Lon: 17<sup>o</sup> 49

May 25<sup>th</sup> 1632  
 To this day noon was fayled by the Logge 04 myles  
 the courses. S 1/2 W: 7 1/2 myles. S 8 by W. 30. myles. SSW  
 43 myles & SW by N 4 myles So the true course by  
 y<sup>e</sup> Plan is S 8 by W. 2/3 westwardly. 02 myles. but by  
 the variation & the leeward way allowed the  
 true course is SW by S. 27 leagues & a myle.  
 the winds at SE & by E. & SE. they went over w<sup>th</sup> a  
 fyne loome-gale: beinge by observation in the  
 Latitude of 0. 1 and 46. South Latitude

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26<sup>th</sup>  
 To this day noon was fayled by the Logge 79 myles  
 the courses. S 8 by W. 02 1/2 myles. SSW is 1/2 myles &  
 SW. 11 myles. So the true course by y<sup>e</sup> Plan is S 8 by W  
 2/3 westwardly, but by the variation and leew-  
 ward way allowed the course is SW & by S. 26  
 leagues, but by the difference of Latitude 20  
 leagues. beinge by observation in the Latitude  
 of 9. 8 & 59. the winds at SE & by E. Constant  
 a fresh gale fayre weather. wee killed w<sup>th</sup>  
 warts of the out of houle to ayre; the Swallow  
 took a haufow from the Charles and was to w<sup>th</sup>  
 the Captayne went aboard the Charles to dine.

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Sunday 27<sup>th</sup>  
 To this day noon was fayled by the Logge 109 myles.  
 the courses S 10 myles. SW. 60 myles & SW. 1/2 W. 31.  
 So the true course by y<sup>e</sup> Plan is SW 1/2 W 100 myles.  
 but by the variation and leeward allowed  
 & by the difference of Latitude the true course  
 is SW by S 35 1/2 leagues beinge by observation in  
 the Latitude of 11. 23. the winds at E. a  
 fresh gale & some gusts. wee saw drops of Raine  
 the Charles took the Swallow & warts not to w<sup>th</sup>

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28<sup>th</sup>  
 To this day noon was fayled by the Logge 103  
 myles the courses S. 60 myles & SW 43, So the  
 course by y<sup>e</sup> Plan is S 1/2 W. 34 1/2 leagues but by the  
 variation & leeward way allowed and by the  
 difference of Latitude the true course is  
 SSW. 34 1/2. the winds at E. S. & SSW: a very  
 fresh gale, most pt of the night had gusts.  
 the fourth noon the Swallow took dinner had maynt-  
 topmast but for w<sup>th</sup> course was done w<sup>th</sup>

May 29<sup>th</sup> 1632. To this day went we sayled by the Logge 90 myles  
 the course S. 10. myles. S 1/2 W. 34 myles & S by W  
 34 myles. so the course by Plano: S 2/3 W by 32 2/3  
 leagues, but w<sup>ch</sup> the variation & Leeward way  
 allowed the true course is SSW. & by the differ-  
 ence of Latitude the leagues sayled are SSW  
 34 leagues: the wind at ESE: a fresh gale.  
 being by observation in the Latitude of  
 14<sup>o</sup> 32' N. we had some gusts w<sup>ch</sup> drops of Rain  
 Lon: 13. 50.  
 Lat: 14. 32.  
 Dec: 20. 48.

30<sup>th</sup>. To this day went we sayled by the Logge 105  
 myles, the course S. 23. myles. and S 1/2 E. 49 myles  
 & S by E. 33 myles: so the course by Plano is  
 S 1/2 E: 35 leagues, but w<sup>ch</sup> the variation and  
 leeward way allowed and by the difference of  
 Latitude the true course is S by W. 33 leagues  
 being by observation in the Latitude of 16  
 & 12 N. the wind at ESE & ESE constant  
 a fresh gale and steady staye w<sup>ch</sup> we  
 Captayne went aboard the Charles &c.

31<sup>st</sup>. To this day went we sayled by the Logge 90 1/2  
 myles, the course S. 26 myles. S 1/2 E: 22 1/2 myles  
 S by E: 35 1/2 myles & S by W. 6 1/2: so the course  
 by Plano is S 1/2 E. 29 2/3 leagues, but w<sup>ch</sup> the vari-  
 ation & Leeward way allowed the true course is  
 S by W 29 leagues, but by the difference of  
 Latitude 27 2/3 leagues: being by observation in  
 the Latitude of 17<sup>o</sup> 32' N. the wind at  
 E. & ESE & ESE: a fresh gale, many  
 gusts w<sup>ch</sup> little Rayne w<sup>ch</sup> from: for the most part  
 sayle w<sup>ch</sup> we strooke of gumme in the water  
 into the South in the half-way

Junij 15<sup>th</sup>  
 at 1632  
 Lat. 19.20  
 Lon. 20.48  
 Lon. 13.50  
 Bar. 10.48  
 To first day noon we sayled by the Logge 36  $\frac{1}{2}$   
 leagues SE by E: but by the variation and Leeward  
 way allowed, the Leeward becoms very little  
 the true course is S: 36 leagues. the wind  
 EN $\frac{1}{2}$  E: a fresh gale some gusts & some  
 puffs of Rayne, we had no observation  
 it becoms gully & thick. Captayn &  
 Capt. Widdall went aboard the East.

26  
 To first day noon we sayled by the Logge 31  
 leagues SSE: but by the variation, and Leeward  
 way allowed becoms very little. the true course  
 is SE by E 31 leagues. the wind at EN $\frac{1}{2}$  some  
 Bar. 10.48. Rayne w<sup>th</sup> puffs of wind w<sup>th</sup> it: becoms by  
 Lat. 20.44. observation in the Latitude of 20.44, but  
 Lon. 20.48. So by the difference of Latitude the Leagues  
 Lon. 13.32. sayled are but 29 Leagues. Rayne w<sup>th</sup> puffs  
 the remainder dyed aboard the East.

Sunday  
 37  
 To first day noon we sayled by the Logge 50  
 myles, the courses S. 4 myles. SE. 5 myles. SSE  
 36 myles, & about mid night the wind covered  
 to the SSE, & we sayled SW by W 5 myles, all  
 4 of the clock the wind came to SE by S  
 agayn as it was before, so the course sayled  
 by Plane is ~~SE by E~~ SE  $\frac{1}{4}$  E. but by the  
 variation & Leeward way allowed, & by the diffe-  
 rence of Latitude the true course is S-  
 Lat. 21.31. SSE. 31. W. Rayne w<sup>th</sup> puffs:  
 Lon. 13.32. and little wind some times Calme.

48  
 To first day noon we sayled by the Logge 55 myles  
 the courses SE. 25. & SSE. 30 myles. so the course  
 by Plane SE  $\frac{1}{2}$  E 40 Leagues. but by the varia-  
 tion & by the difference of Latitude the



June 08 To this day none were sayled by the Logge 126 =  
1632. Myles. the course SE: 17. SE 1/2 S. 79. & SE 1/2 S.

Latt. 26. 30. 30. for the true course by plane is SE 1/2 S 42 leagues  
Cor: 10. 36. But no the variation allowed the true course  
is SE by S 1/2 S. 42 leagues the wind all NE & N

NE & N. sayle water and a fresh wind =  
Bar: 12. about 11 of the stroke we had a shower of Rain  
and the sky grew cloudy so we had no ob-  
servation for some hours or rather // 11

09 To this day none were sayled by the Logge  
154 myles. the course SSE. 10 myles. SE 1/2 E. 06 =  
SE. 30. & SE. 21. for the course by plane is  
153. myles SE 1/2 S. but no the variation allowed  
the true course is SE 1/2 S. 51. leagues, being

so also by the difference of Latitude we  
Latt. 20. 15 by observation was 20. 15. the wind all  
Cor: 00 48 NNW. & NW. a fresh gale: no rain:  
01. 40. the day proceeded in the after noon about

Bar: 13. 30. 3 of the stroke we saw to sayle sight on  
the side of us & made all the sayle we could  
after 10 m. shortly we were to sayle with  
stroke & shortly we were to sayle with  
for us. & in the evening we could not see the

Note that when you come in the Latitude of 26. degrees  
and have 13 or 14 or 13 and odd, so long as you  
make but a SE way you shall not alter your  
variation

Sunday: To this day none were sayled by the Logge 52  
109 leagues SE 1/2 E. the wind all NW. but no the

Bar: 13. 30. variation allowed & by the difference of Latitude  
the true course is SE 1/2 S 51 leagues, being

Latt. 30. 10. by observation in the Latitude of 30. & 10. W  
Cor: 06. 50. we had a fresh gale, and about 9 of the stroke

we had 2 showers: the water is thick & hazy.

11<sup>th</sup> of June  
1632. To this day none were sailed by the Logge 116  
myles, the courses SE ½ E: 25. SE ½ E 21. & ESE  
by myles: so the course by y<sup>e</sup> Plano is ESE ½ S 37<sup>2</sup>/<sub>3</sub>  
leagues but w<sup>ch</sup> the variation allowed for true  
course is SE ½ S 37 leagues, the winds at  
New for the most pt, were had 3 or 4 hours of  
day w<sup>ch</sup> duller the winds and gales in the  
SW & by S & SW, we had also a westerly sea:  
we had no observation for some time  
12<sup>th</sup> To this day none were sailed by the Logge 80  
myles, the courses SE ½ E: 46. SE ½ E 12. & ESE 22.  
so the course by y<sup>e</sup> Plano is ESE ½ S: 26<sup>2</sup>/<sub>3</sub> leagues  
but w<sup>ch</sup> the variation and westerly sea allowed  
for true course is SE ½ E: 12<sup>2</sup>/<sub>3</sub>: 26<sup>2</sup>/<sub>3</sub> leagues.  
the winds at NW: an easy gale sometimes calm  
we had no observation for the morning & evening  
The Captayn went aboard the ~~reel~~ to see  
the Captayn waddell beinge sick also we  
went aboard a hogshead of Quales and they had  
a hogshoade of brin & loand before. // // //  
13<sup>th</sup> To this day none were sailed by the Logge 70 myles  
the courses ESE 24: & ESE 46: myles: so the course by  
y<sup>e</sup> Plano is ESE ½ S: 23<sup>1</sup>/<sub>3</sub> leagues, but w<sup>ch</sup> the variation  
allowed for true course is ESE ½ S 23 leagues, the winds  
at WNW: much staynt, but the first 12 hours little  
winds & calm, we had no observation, but by imagina-  
tion, in the Latitude of 32: 30<sup>m</sup>: the weather to be  
and hazy and full of staynt w<sup>ch</sup> a frosty gale: // // //  
14<sup>th</sup> To this day none were sailed by the Logge 62 leagues. y<sup>e</sup>  
course E: 45 leagues & ESE 17. the course by y<sup>e</sup> Plano is E  
½ S: but w<sup>ch</sup> the variation allowed for true course is ESE ½ S  
62 leagues the winds at W & W by S, we had no  
observation but by imagination we were in the Lat.  
of 33. 10<sup>m</sup> about 8 of the clock the last night it grew  
to be a storm so we took in & top sayles and sprit sayle  
and this morninge fueled & mayne sayle & spored w<sup>ch</sup> a  
fett course beinge a storm of winds and many hard  
gusts w<sup>ch</sup> some staynt and hazy & beinge rolynd

Note that when you come in the Latitude of 31<sup>o</sup> if you sayle E. or EBS, every 30 Leagues you do have you lessen a Degree of variation &c.

Friday 15<sup>th</sup> / 1632. To this day noon we sayled by the Logge 165 = 26 myles. EBS = 26 myles. E. AS, & EBN 54. so the course by y<sup>e</sup> Plan is E 1/2 N 54 Leagues but w<sup>th</sup> the variation allowed for true course is East: or observation was not very good, but we made the same to be in 32. & 52, wherefore I suppose we made a way more N<sup>or</sup>therly, by reason of y<sup>e</sup> passage, for the wind was at n<sup>or</sup>th Easterly. Lon. & W. & S. a terrible gale w<sup>th</sup> very hard gusts & small sayle. we brought to a new forepart & may sayle & took down a top gallant mast.

16<sup>th</sup> To this day noon we sayled by the Logge 56 1/3 = 56 Leagues. East, but w<sup>th</sup> the variation allowed and by the difference of Latitude the true course is East = South 56 Leagues. 60 more by observation in the Latitude of 33. & 4., the wind at n<sup>or</sup>th by S. a very fresh gale w<sup>th</sup> hard gusts & sayle w<sup>th</sup> the gusts. sent Lightening. 11.11

Sunday 17<sup>th</sup> To this day noon we sayled by the Logge 143 = 94 myles. the courses East 49 myles & EBS. 94 myles so the course by y<sup>e</sup> Plan is E 2/3 South 47 2/3 Leagues for Southward Sea counte wayling for variation it is for true course become by observation in the Latitude of 33. & 17. the wind at n<sup>or</sup>th & SW. a fresh gale w<sup>th</sup> some gusts & small sayle w<sup>th</sup> the storm

18<sup>th</sup> To this day noon we sayled by the Logge 124 = 73 myles for courses. EBS. 37. & ESE 64. & SE 68. 23. so the course by y<sup>e</sup> Plan is; ESE a little E 41. Leagues. But w<sup>th</sup> Southward Sea w<sup>th</sup> was more then the variation making at most a waynt Dec ward way for true course is E & by S, the wind at SW. & SW & S, some times a very fresh gale & sometyms. but little wind: we had no observation, but Amplitude of the playne went aboard the Starboard to Sunday. 11.11 = 11.11 = 11.11

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19  
 To this day noon we sailed by the Logge 50 miles  
 ESE. the winds at N. & SSW. so that the southerly  
 sea making a goodly headway & the variation  
 from beinge but about a degree. the true course  
 is EBS  $\frac{1}{2}$  S. 16  $\frac{2}{3}$  leagues. the weather & little  
 winds and sometimes calm, but the weather  
 quite & stowdy. so that we had no observation.  
 Daylaine reddall & the other Capt. came aboard  
 the ship to dine.

20  
 To this day noon we sailed by the Logge 123  
 miles. the course EBS. 70. EBS  $\frac{1}{2}$  S 30. & ESE. 23.  
 so the course by plan is EBS  $\frac{1}{3}$  S. but we the  
 variation allowed the true course is EBS  $\frac{1}{2}$  S 40  
 leagues. the winds variable at N. NW. & W & SW.  
 fair weather a fresh gale w. no day no, nor had  
 no observation the beinge by observation in  
 the Latitude of 34. & 36. md. =||=||=||=||

21  
 To this day noon we sailed by the Logge 121  
 miles the course E. 19. EBS. 75. & ESE. 27. so  
 the course by plan is EBS a little S. 7. and the  
 the variation allowed EBS  $\frac{1}{4}$  S. 7. but the  
 variation the true course is EBS. a little E. 7.  
 40 leagues. beinge by observation in the La-  
 titude of 34. 50. the winds variable all  
 WNW. and SSW. one hard gust w. a great  
 showe of dayne when the winds came southerly  
 afterwards calm & the winds at NW.

22  
 To this day noon we sailed by the Logge 45  
 leagues East the winds at NNW but a southerly  
 sea we counterwayled by variation and by the  
 difference of latitude it is the true course  
 beinge by observation in the Latitude of  
 34 & 54. fair weather and a fresh gale  
 w. dayne no gusts. we spoke w. the old  
 my call, who now detour myris to the w. away  
 East & E & SW. the winds beinge all N & SW.



20<sup>th</sup> June 1632.  
 To this day noon we sailed by the Logge 113 myles  
 the courses, S 80° E 27. S 82° E 27. S 83° E 27. & E 85° S 0° E  
 E 87° N 30. So the course by Plane is E 88 1/2 S 40 1/3 leagues.  
 but w<sup>ch</sup> the variation allowes E 85 1/4 S beinge by  
 Imagination in the Latitude of 35-30: the winds  
 at N N W & N W: a fresh gale the weather byrke  
 & haze that we had no observation.

29<sup>th</sup> June  
 To this day noon we sailed by the Logge 140 myles.  
 the courses: E: 114: E 85° S: & E 87° N: 29: So the course by Plane  
 is E: 1/3 N 49 leagues: but w<sup>ch</sup> the variation allowes  
 the true course is E 87° N: 49 leagues: beinge by obser-  
 vation in the Latitude of 34 & 52: the morninge  
 we saw the Land awayne beinge by Imagination  
 about 16 or 17 leagues offe. the winds was variable all  
 W N W: W: W S W: N W: & N N W: all the first waye theye  
 and some small wayne in the storm waye: we heared  
 the Seade & Rake ground att 70. fathoms but the  
 Seade would bringe us nothinge off it: twice heared

30<sup>th</sup> June  
 To this day noon we sailed by the Logge 154 myles.  
 the courses E: 70. E 1/3 S. 53. & 31. E 85: So the course by Plane is  
 E 1/3 S. 51 leagues, but w<sup>ch</sup> the variation allowes the true  
 course is E 1/2 N 51 leagues: but more by observation in the  
 Latitude of 34 & 44. the winds all W: & W N W: some  
 gusts & some small wayne, constantly a fresh gale.

**July**  
 1<sup>st</sup> July  
 To this day noon we sailed by the Logge 154 myles.  
 the courses E: 50 2/3  
 leagues, but w<sup>ch</sup> the variation allowes the true course  
 is E 2/3 N. the winds att W N W: W: & W S W: a fresh  
 winds w<sup>ch</sup> manye hard gusts & 4 or 5 hurtes wayne  
 we had no observation it beinge gusty at noon.

2<sup>nd</sup> July  
 To this day noon we sailed by the Logge 155 myles  
 the courses: E: 12. E 1/2 W 79. & E 82° W 40. So the course  
 by Plane is E 82° W 40. degrees, but w<sup>ch</sup> the vari-  
 ation allowes the true course is E N E 4 degrees  
 E 82° W 40. degrees. beinge by observation in the Latitude  
 of 33 & 15: the sunne was headdowne about noon  
 that we would not trust this observation, the wind  
 att W S W: S W: & W: some gusts & wayne w<sup>ch</sup> the

يوميات عن السفينة جوناس والسفينة إكستشينج [ ٤ اظ ] (٩٤/٣٣)

July 3<sup>d</sup> 1632. To this day went out sayled by the Schooner 97  
miles. the courses EBN. 63. & ENNE. 34 so the  
course by the Plano is EBN  $\frac{1}{2}$  N. 32  $\frac{1}{2}$  leagues. but  
the variation allowed the true course  
is ENNE  $\frac{1}{2}$  N 35 leagues being by observation  
in the Latitude of 32. 30. the wind at W.  
NW. & N. sayd weather of an easy gale. only  
a great SW Sea: we got up a top gall. mast.

4<sup>d</sup>. To this day went out sayled by the Schooner 94 miles  
the courses EBN 13. ENNE  $\frac{1}{2}$  E. 30. SNE 23. NESE. 11. & N =  
E & BN 17. so the course by the Plano is ENNE. 30. N. 17  
but by the variation allowed the true course  
is ~~ENE 30~~ <sup>ENE 24</sup> leagues being by observation in  
the Latitude of 31. & 40: but by observation we  
could not trust to the sun being cloudy and so  
we fallen before we could see her again. the  
wind at N & NNW sayd weather, w. a fine gale.

5<sup>d</sup>. To this day went out sayled by the Schooner 81 miles  
the courses NEBN 15. & NE. 36. so the course by  
the Plano is NE. 30. N. 17 leagues. but by the variation  
allowed the true course is NEBN. 5 degrees N. by  
being by observation in the Latitude of 31. &  
& 00: the wind at WSW. W. & NW. sayd weather  
and little winds. I sayd went aboard the Schooner  
to a consultation, & all the other Commanded.

6<sup>d</sup>. To this day went out sayled by the Schooner 129 miles  
the courses ENNE. 00. & NESE. 49. so the course by the Plano  
is ENNE  $\frac{1}{2}$  N, but by the variation allowed, and by the  
difference of Latitude the true course is NE. 43  
leagues. being by observation in the Latitude of  
29. & 33. the wind at SW. sayd weather only a  
fresh gale most commonly sometimes little wind.

7<sup>d</sup>. To this day went out sayled by the Schooner 60 miles  
the courses ENNE 40. & NE. 7. & NESE. 5: so the course  
by the Plano is NESE  $\frac{1}{2}$  E: but by the variation allowed  
and by the difference of Latitude the true course  
is NEBN, being by observation in the Latitude of  
20. & 43. the wind at SSE a gale, from the

يوميات عن السفينة جوناس والسفينة إكستشينج [١٥] [٩٤/٣٤]

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Winds came to Ebs. E. & ENE little winds & calm  
at night time not lay up of fuylos a bark stayed. was  
had no Amplitude our mize nor more mize. <sup>15</sup> ~~log~~

١٠٩  
To this day noon was sayled by log Logge 49  
Mylos: the courses SE. 16. SEBE. 11. SEBS. 5. then was  
Var. Co: 15. 39. tacked about and stood to the Norward, and sayled  
N. 9. & N 46 W. 0. mylos: so the course by plane is  
Ebs. 21 mylos: or 7 leagues was by the difference  
of Latitude is the true course: the Lee ward  
way countwayline the variation, bearing by.  
Observation on the Latitude of 20. & 57: the  
wind all ENE & NE & E. stayed what ever some rain

١١٠  
To this day noon was sayled by the Logge 39 mylos  
the courses SEBE. 6. SE. 16. SEBS. 6. SSE. 2. & SEBE. 2.  
then was tacked about & stood to the norward, &  
sayled NEBN way 6 mylos: so the course by plane is  
SEBE 1/3 S 7 11 leagues: was the true way, the Lee ward  
way countwayline the variation: the wind all  
E. EBN. & ENE: & when we stood to the N: at SSE:  
stayed what ever & little winds found calm: was had  
no observation nor Amplitude, the sky & cloudy.

١١١  
To this day noon was sayled by the Logge 20 mylos  
the courses E. 2. Ebs. 14. SSE. 0. & NE. 6. so the course by  
Var. Co: 16. 26. plane is E. 1/3 S. 27 mylos, was also the true course  
so that the 2 days the true course by the differ-  
ence of Latitude is an SSE 1/3 S way 19 leagues  
of a myle bearing by observation on the Latitude  
of 29 & 35: the wind variable all SE: SSE: NNE: =  
NEBN = & NE: stayed what ever little winds.

١١٢  
To this day noon was sayled by the Logge 57 mylos  
the courses N. 10. NW. 11. Ebs. 22. SSE. & E. 0. so the  
Var. Co: 16. 77 true course corrected by the variation & Lee ward  
way allowed is. E. a little southerly 24 mylos or  
8 leagues bearing by observation on the Latitude  
of 29. & 37. difference 2 mymiles to the southerly  
the wind variable all ENE: SSE, NNE & NEBE.  
stayed what ever & little winds, this night  
we lost the company of the 3 mallow.

July 12<sup>th</sup>. To this day noon was sailed by the Logge 6 miles  
 1632  
 Var: Co. 17. 10  
 Lon: 19. 13  
 Lat: 29. 39  
 Lon: 23. 00  
 To this day noon was sailed by the Logge 6 miles  
 the course E. 7. EBN 32. E. 6. 7. NNW. 4. NW. 6. & NW. 7.  
 the true course by the plane is ENNE 58 degrees northerly 41  
 miles but by the variation & foreward way  
 allowed the true course is E. 13 <sup>1</sup>/<sub>3</sub> leagues, but  
 by the difference of Latitude to miles southerly,  
 beinge by observation in the latitude of 29  
 & 39 the winds all NE. NNE. & NE. sayre weather  
 presently a fresh gale. about .11. of the stroke  
 we saw the swallow againe and stood to her.

13<sup>th</sup>. To this day noon was sailed by the Logge 30 miles  
 Var: Co. 17. 33.  
 Lat: 29. 03  
 Lon: 19. 44  
 To this day noon was sailed by the Logge 30 miles  
 the course NW. 10. NNW. 2. & W. 2. E. 1/2 N. 11. & EBN 5.  
 the true course by the variation & foreward way  
 allowed is NW. 12. 12 miles: the winds all NNE. &  
 NE. And at 4 of the stroke in the morninge the  
 winds came to the SSW & SW by S. and was sailed  
 NNE by the compass 12 <sup>1</sup>/<sub>3</sub> leagues, but by the va-  
 riation allowed the true course is N 1/2 E: 12 <sup>1</sup>/<sub>3</sub>  
 leagues. was had no observation for the sunne  
 appeared not all the day. cloudy weather & small haze

14<sup>th</sup>. To this day noon was sailed by the Logge 140  
 Var: Co. 16. 55.  
 Lat: 26. 47  
 Lon: 19. 55  
 To this day noon was sailed by the Logge 140  
 miles. the course NE. 15. & NE. 1/2 N 25.  
 but by the variation allowed the true course  
 is NE. 22. & 46 <sup>2</sup>/<sub>3</sub> leagues beinge by observation  
 in the latitude of 26. & 47. the winds all S.  
 SSW. & SW. a fresh gale some gusts by small haze

Sunday  
 To this day noon was sailed by the Logge 135 miles  
 Var: Co. 15. 52.  
 Lat: 24. 52.  
 Lon: 21. 20.  
 To this day noon was sailed by the Logge 135 miles  
 the course NE. 6. NNE. 90. ENE. 6. NE. 5. & E. 34.  
 the true course by the plane is N 1/2 E: but by the va-  
 riation allowed the true course is N 1/2 E 129 miles  
 or 43 <sup>2</sup>/<sub>3</sub> leagues: beinge by observation in the Lat.  
 of 24. 52. by obser: we could not trust to the sun  
 shiner but seldom: the winds all S. & SSW a fresh  
 gale was bore a mygon topmast by the boord, and the  
 Dolphin her fore topmast was: was cut by the  
 the mygon topmast presently.

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17. 34. 40. 45  
was formerly but  
16. 20. the most  
is 3 miles out  
Lat. 23. 20.

July 16<sup>th</sup>  
1632.

Lat. 24. 5.  
Lon. 22. 41

17<sup>th</sup>

Lat. 23. 30.  
Lon. 22. 53

18<sup>th</sup>  
4th flower

bar: Do: upon the  
lands by observat  
17. 34. 40. 45  
was formerly but  
16. 20. the most  
is 3 miles out  
Lat. 23. 20.

To this day 5 of the clock in the morning was fair  
66 miles, the course, E. 20. & EBS. 30: the course by  
the plane is E 1/2 S. but by the variation allowed the  
true course is EBN 22 leagues. then we saw the  
land of St. Lawrence: my boat got us some 6 leagues  
off then we passed away EBN 9 miles & EN 3 miles  
& then NBE. 12 miles, all way made by the plane a N 1/2  
easterly way but by the variation allowed the true  
course is NEBN 3 leagues. then was the white sandy  
point very low like a staff when you are  
12 leagues off of it: SSE of us some 5 leagues  
off: being by observation in the latitude of  
24. & 5 my miles: the wind at SEW. & SSW: upon  
feeling some gusts very some small way no way

To this day noon we layed NNE by the compass 3  
leagues, and all night we stood 3 leagues off  
& 3 in till break of day then we passed  
NNE again by the compass and at noon we  
went to the west of the island. the wind being  
now landward at ESE, but all night at SEBS & SE:  
all this afternoon we turned to get into the woods  
the wind being at SE & SEBS. and about 5 of the  
clock we came to an anchor in 23 fathoms  
and 8 cables being down out we had 37  
fathoms aforesaid: so we rode on more all night.

we weighed of anchor and by the breeze was  
the flower of 8. 5. 4. 3. 2. 1. 0. 1. 2. 3. 4. 5. 6. 7. 8. 9. 10. 11. 12. 13. 14. 15. 16. 17. 18. 19. 20. 21. 22. 23. 24. 25. 26. 27. 28. 29. 30. 31. 32. 33. 34. 35. 36. 37. 38. 39. 40. 41. 42. 43. 44. 45. 46. 47. 48. 49. 50. 51. 52. 53. 54. 55. 56. 57. 58. 59. 60. 61. 62. 63. 64. 65. 66. 67. 68. 69. 70. 71. 72. 73. 74. 75. 76. 77. 78. 79. 80. 81. 82. 83. 84. 85. 86. 87. 88. 89. 90. 91. 92. 93. 94. 95. 96. 97. 98. 99. 100. 101. 102. 103. 104. 105. 106. 107. 108. 109. 110. 111. 112. 113. 114. 115. 116. 117. 118. 119. 120. 121. 122. 123. 124. 125. 126. 127. 128. 129. 130. 131. 132. 133. 134. 135. 136. 137. 138. 139. 140. 141. 142. 143. 144. 145. 146. 147. 148. 149. 150. 151. 152. 153. 154. 155. 156. 157. 158. 159. 160. 161. 162. 163. 164. 165. 166. 167. 168. 169. 170. 171. 172. 173. 174. 175. 176. 177. 178. 179. 180. 181. 182. 183. 184. 185. 186. 187. 188. 189. 190. 191. 192. 193. 194. 195. 196. 197. 198. 199. 200. 201. 202. 203. 204. 205. 206. 207. 208. 209. 210. 211. 212. 213. 214. 215. 216. 217. 218. 219. 220. 221. 222. 223. 224. 225. 226. 227. 228. 229. 230. 231. 232. 233. 234. 235. 236. 237. 238. 239. 240. 241. 242. 243. 244. 245. 246. 247. 248. 249. 250. 251. 252. 253. 254. 255. 256. 257. 258. 259. 260. 261. 262. 263. 264. 265. 266. 267. 268. 269. 270. 271. 272. 273. 274. 275. 276. 277. 278. 279. 280. 281. 282. 283. 284. 285. 286. 287. 288. 289. 290. 291. 292. 293. 294. 295. 296. 297. 298. 299. 300. 301. 302. 303. 304. 305. 306. 307. 308. 309. 310. 311. 312. 313. 314. 315. 316. 317. 318. 319. 320. 321. 322. 323. 324. 325. 326. 327. 328. 329. 330. 331. 332. 333. 334. 335. 336. 337. 338. 339. 340. 341. 342. 343. 344. 345. 346. 347. 348. 349. 350. 351. 352. 353. 354. 355. 356. 357. 358. 359. 360. 361. 362. 363. 364. 365. 366. 367. 368. 369. 370. 371. 372. 373. 374. 375. 376. 377. 378. 379. 380. 381. 382. 383. 384. 385. 386. 387. 388. 389. 390. 391. 392. 393. 394. 395. 396. 397. 398. 399. 400. 401. 402. 403. 404. 405. 406. 407. 408. 409. 410. 411. 412. 413. 414. 415. 416. 417. 418. 419. 420. 421. 422. 423. 424. 425. 426. 427. 428. 429. 430. 431. 432. 433. 434. 435. 436. 437. 438. 439. 440. 441. 442. 443. 444. 445. 446. 447. 448. 449. 450. 451. 452. 453. 454. 455. 456. 457. 458. 459. 460. 461. 462. 463. 464. 465. 466. 467. 468. 469. 470. 471. 472. 473. 474. 475. 476. 477. 478. 479. 480. 481. 482. 483. 484. 485. 486. 487. 488. 489. 490. 491. 492. 493. 494. 495. 496. 497. 498. 499. 500. 501. 502. 503. 504. 505. 506. 507. 508. 509. 510. 511. 512. 513. 514. 515. 516. 517. 518. 519. 520. 521. 522. 523. 524. 525. 526. 527. 528. 529. 530. 531. 532. 533. 534. 535. 536. 537. 538. 539. 540. 541. 542. 543. 544. 545. 546. 547. 548. 549. 550. 551. 552. 553. 554. 555. 556. 557. 558. 559. 560. 561. 562. 563. 564. 565. 566. 567. 568. 569. 570. 571. 572. 573. 574. 575. 576. 577. 578. 579. 580. 581. 582. 583. 584. 585. 586. 587. 588. 589. 590. 591. 592. 593. 594. 595. 596. 597. 598. 599. 600. 601. 602. 603. 604. 605. 606. 607. 608. 609. 610. 611. 612. 613. 614. 615. 616. 617. 618. 619. 620. 621. 622. 623. 624. 625. 626. 627. 628. 629. 630. 631. 632. 633. 634. 635. 636. 637. 638. 639. 640. 641. 642. 643. 644. 645. 646. 647. 648. 649. 650. 651. 652. 653. 654. 655. 656. 657. 658. 659. 660. 661. 662. 663. 664. 665. 666. 667. 668. 669. 670. 671. 672. 673. 674. 675. 676. 677. 678. 679. 680. 681. 682. 683. 684. 685. 686. 687. 688. 689. 690. 691. 692. 693. 694. 695. 696. 697. 698. 699. 700. 701. 702. 703. 704. 705. 706. 707. 708. 709. 710. 711. 712. 713. 714. 715. 716. 717. 718. 719. 720. 721. 722. 723. 724. 725. 726. 727. 728. 729. 730. 731. 732. 733. 734. 735. 736. 737. 738. 739. 740. 741. 742. 743. 744. 745. 746. 747. 748. 749. 750. 751. 752. 753. 754. 755. 756. 757. 758. 759. 760. 761. 762. 763. 764. 765. 766. 767. 768. 769. 770. 771. 772. 773. 774. 775. 776. 777. 778. 779. 780. 781. 782. 783. 784. 785. 786. 787. 788. 789. 790. 791. 792. 793. 794. 795. 796. 797. 798. 799. 800. 801. 802. 803. 804. 805. 806. 807. 808. 809. 810. 811. 812. 813. 814. 815. 816. 817. 818. 819. 820. 821. 822. 823. 824. 825. 826. 827. 828. 829. 830. 831. 832. 833. 834. 835. 836. 837. 838. 839. 840. 841. 842. 843. 844. 845. 846. 847. 848. 849. 850. 851. 852. 853. 854. 855. 856. 857. 858. 859. 860. 861. 862. 863. 864. 865. 866. 867. 868. 869. 870. 871. 872. 873. 874. 875. 876. 877. 878. 879. 880. 881. 882. 883. 884. 885. 886. 887. 888. 889. 890. 891. 892. 893. 894. 895. 896. 897. 898. 899. 900. 901. 902. 903. 904. 905. 906. 907. 908. 909. 910. 911. 912. 913. 914. 915. 916. 917. 918. 919. 920. 921. 922. 923. 924. 925. 926. 927. 928. 929. 930. 931. 932. 933. 934. 935. 936. 937. 938. 939. 940. 941. 942. 943. 944. 945. 946. 947. 948. 949. 950. 951. 952. 953. 954. 955. 956. 957. 958. 959. 960. 961. 962. 963. 964. 965. 966. 967. 968. 969. 970. 971. 972. 973. 974. 975. 976. 977. 978. 979. 980. 981. 982. 983. 984. 985. 986. 987. 988. 989. 990. 991. 992. 993. 994. 995. 996. 997. 998. 999. 1000.

Lat: D 80.



Note that when you come into the bay you may roll  
some 12 fathoms of the flame & when you are  
past the island some 12 fathoms of the  
shore there is a shoal by the out when you are past  
the island a great way off the shore, but there is 5  
fathoms upon it but if you keep in 12 fathoms  
you may go in boldly. & beware of going so far to  
the Nward for there is very deep water there is  
no anchor and you in 3 miles of the south there is  
no anchor and you in 3 miles of the south there is  
no anchor and you in 3 miles of the south there is

1st. Aug. 1632. *Aug. 1st.* Wee weighed & Ansoore all 4 of the clocks in the morning and sett sayle about betwix of day: wee stood out of the Cape w<sup>th</sup> <sup>of Compagny</sup> and about 10. of the clocks the breeze came in, so wee turned to windward till 4 of the clocks in the afternoon and it grew very little wind so wee came to an anchor midway betwixt the Cape & the Islands in 20 fathoms: our ground.

2d. *Aug. 2d.* In the morning about 3 of the clocks wee weighed & Ansoore: & sett sayle and steered away w<sup>th</sup> N.W. the wind all ESE, & EBS: a fynd gale: And at noon 4 judges that wee were some 10 leagues from the Bay: betwixt by observation in the Latitude of 23. & 36 <sup>mi</sup>, now little wind.

3d. *Aug. 3d.* To this day noon wee sayled by the Logge 119 myles the courses NNW. 40. NW. 30. & N. 33. so the course by the plan is NW a little westerly. 39 leagues but by the variation allowed the true course is NNW  $\frac{1}{2}$  w<sup>th</sup> the 39 leagues sayled by the Logge: wind of Latitude are 36  $\frac{1}{3}$  leagues betwixt by observation in the Latitude of 21. 54 <sup>mi</sup> the wind all S. & SSE. sayre weat for a fresh gale.

4th. *Aug. 4th.* To this day noon wee sayled by the Logge 137 myles the courses NNE. but by the variation allowed the true course is N  $\frac{1}{2}$  E. 47  $\frac{2}{3}$  leagues: betwixt by observation in the Latitude of 19. 40 <sup>mi</sup> the wind all S. & SSE. sayre weat for a fresh gale.

5th. *Aug. 5th.* To this day wee sayled by the Logge 67 myles NNE but by the variation allowed the true course is N  $\frac{1}{2}$  E 22 leagues &  $\frac{1}{3}$ : I had no observation but by imagination wee were in the Latitude of 10. & 45. the wind all SSE & S. sayre weat & very hot w<sup>th</sup> little wind.

6th. *Aug. 6th.* To this day noon wee sayled by the Logge 20 myles the courses 17. NNE. & 11. N  $\frac{1}{2}$  E. the course by the plan is NNE but by the variation allowed the true course is N  $\frac{1}{2}$  E 9 leagues betwixt by observation in the Latitude of 10. & 26. the wind all S. & SSW. sayre weat for a fresh gale from 8 of the clocks till noon. & the Calm

يوميات عن السفينة جوناس والسفينة إكستشينج [١٧] [٩٤/٣٨]

7<sup>th</sup> August  
at 7632  
Var: Co: 15:40  
Lat: 10:24  
Lon: 22:26  
7<sup>th</sup> August  
at 7632  
Var: Co: 15:40  
Lat: 10:24  
Lon: 22:26  
9<sup>th</sup> August  
at 7632  
Var: Co: 15:35  
Lat: 17:39  
Lon: 22:40  
10<sup>th</sup> August  
at 7632  
Var: Co: 14:20  
Lat: 16:19  
Lon: 23:45  
11<sup>th</sup> August  
at 7632  
Var: Co: 14:20  
Lat: 15:20  
Lon: 23:31

7<sup>th</sup> August  
at 7632  
Var: Co: 15:40  
Lat: 10:24  
Lon: 22:26  
To this day noon was sailed by the Logge 20 miles  
NE & NE by E: the wind at SSE: the mast pt of this 24  
hours Salmo was found by the draught of the lead  
& following the Barre by it, the wind went a  
strong current to the NW: & by a difference of  
Latitude it would be no observation, being by obser-  
vation in the Latitude of 10: & 24 so by the  
way with the variation & current was cut a  
west way: Saye weather & little wind

9<sup>th</sup> August  
at 7632  
Var: Co: 15:35  
Lat: 10:17  
Lon: 22:40  
To this day noon was sailed by the Logge 33 miles  
the courses N. 21. & E: 12: so the course by plane is  
NNE  $\frac{1}{2}$  E: but by the variation & Leeward way allowed  
and by the current the true course is 24 N:  
24 miles: being by observation in the Latitude  
of 10: 17: the wind variable betwixt NE & E  
the E: Saye weather and an easy gale

9<sup>th</sup> August  
at 7632  
Var: Co: 15:35  
Lat: 17:39  
Lon: 22:40  
To this day noon was sailed by the Logge 44  
miles the courses with the variation and leeward  
way allowed are N 10 miles & N by E 34 miles  
so the true course by plane is N. 40 miles or 13  $\frac{1}{2}$   
leagues: being by observation in the Latitude  
of 17: 39: the wind variable at ENE: & E: at  
4 of the clock in the morning the wind at S:  
upon the shore away NNE: &  $\frac{1}{2}$  E: a fresh gale

10<sup>th</sup> August  
at 7632  
Var: Co: 14:20  
Lat: 16:19  
Lon: 23:45  
To this day noon was sailed by the Logge 90 miles  
the courses NNE: 56: NNE  $\frac{1}{2}$  E: 26: & NE by N: so the  
course by plane is NNE  $\frac{1}{3}$  E: 30 leagues, but with  
the variation allowed the true course is NNE  
27 leagues being by observation in the Latitude  
of 16: 19: the wind at SSE: S: & SSW a fresh gale

11<sup>th</sup> August  
at 7632  
Var: Co: 14:20  
Lat: 15:20  
Lon: 23:31  
To this day noon was sailed by the Logge  
60 miles the courses NE by N: 20: N  $\frac{1}{2}$  N: 9: with the  
wind at S: upon the wind was red to the  
SSE: & SE: & was sailed with the leeward way allowed  
NE by N 31 miles the course by plane is NE by N:  
22 leagues &  $\frac{1}{3}$ : but with the variation allowed the  
true course is NNE  $\frac{1}{4}$  N: being by observation in  
the Latitude of 15: 20 Saye weather a fresh gale

يوميات عن السفينة جوناس والسفينة إكستشينج [١٧ ظ] [٩٤/٣٩]

12<sup>g</sup>  
 August 16<sup>32</sup>: Do this day noon we sailed by the logge  
 30 myles by courses: N: 5 $\frac{1}{2}$ : NNE: 5: NE & N: 3  
 NE: 10: NE & E: 3: so the course by plan is  
 NE & N, a little e<sup>st</sup>: but by the variation  
 allowed for that course is NNE  $\frac{1}{4}$  Nly: 14 leagues  
 become by observation in the Latitude  
 of 14: 39: saye weather the winds at SE: & SE: E<sup>st</sup>  
 2 hours Salme:

13<sup>g</sup>: Do this day noon we sailed by the logge  
 33 myles by courses NE & E: 20: NE: 7: NE & N: 2:  
 NE: 2: SE & N: 3: so the course by plan is NNE & E  
 - Current to the NNE 11 leagues but by the variation and Leeward  
 way allowed the true course is NNE: But by the  
 difference of Latitude the leagues sailed are  
 16: by the way we had a great current  
 & it set us to the NNE & I suppose: become  
 by observation in the Latitude of 13: & SE:  
 saye weather little wind at SE: ESE: & ENE  
 & 4 hours Salme:

14<sup>g</sup>: Do this day noon we sailed by the logge  
 10 myles: the courses NE & E: 12: NE & N: 2: NE: 1: &  
 A great Current to the NNE  
 N: 3: so the course by plan is NE: 16 myles, but  
 by the variation allowed the true course is  
 NNE  $\frac{1}{2}$  E: & by the difference of Latitude the  
 leagues sailed are 11  $\frac{1}{2}$  leagues become by  
 observation in the Latitude of 13: 7: saye  
 weather & little wind at SE: ESE: & ENE:  
 all & a little of saw  
 the Island Mokila.

15<sup>g</sup>: Yesterday at 4 of the clock in the afternoon we  
 saw the Land was the Island Mokila: & it  
 bore NNE of us: all this 24 hours we had little  
 or no wind so that we went as the current draw  
 us: in the morning we were within some 9 leagues  
 of the Island having little wind at SSW: we  
 stood & to the NNE of boats ~~NNE~~: NE & N by the way:

16<sup>g</sup>: This day we still: Swallow went in  
 of Barge to Johanna.  
 This 24 hours it was & almost constantly a lit-  
 tle wind so that by noon we were within  
 4 or 5 leagues of the Land still to the NNE  
 our boats on board: about 5 of the clock in  
 afternoon we had a fine gale at the SW =  
 Mokila.

17<sup>th</sup> Day we  
 Road off for  
 we could not find  
 no water in blow so  
 had to go back  
 18<sup>th</sup> Day we  
 were in blow  
 we could not find  
 the ship so we  
 had to go back  
 and steered between the mayno & the ledge  
 of 24 fathoms in the midway of course NNE  
 and so steered along the flanks NWN till we  
 were tame into the tide & about end of the  
 clock at night we came to anchor in 23 or  
 24 fathoms and had 35 fathoms a stern  
 Our Barge came from Johanna from the great  
 Island and all 7 of the clocks at night we  
 weighed and stood over for Johanna: we stood  
 SEB till we brought the clocks W of us and  
 then steered away East till morning  
 Sunday  
 19<sup>th</sup> Day  
 we came to an anchor about sun set in the  
 roads very light from the point of the Island  
 to myse on ESE: we stood in 23 fathoms  
 and had about 15 fathoms a stern  
 24<sup>th</sup> Day  
 This morning about 6 of the clocks we weighed  
 & set sail with little wind of the point and so  
 stood off all night NWN & NNW: the current  
 set us north to the easternmost point: where we  
 saw a small island of rocks out of the country  
 25<sup>th</sup> Day  
 This day at noon the wind came up from all  
 the SE: so we steered away NNE: the  
 easternmost point of the Island being south  
 of us about 3 leagues off at noon  
 Sunday  
 26<sup>th</sup> Day  
 Do this day noon we sailed by the Logge  
 30 miles NNE: but by the variation allowed  
 the true course is NNE: 3<sup>rd</sup> N: by 12<sup>th</sup> leagues  
 being by observation in the latitude  
 of 11.5: the wind at 3: a small gale  
 27<sup>th</sup> Day  
 Do this day noon we had no wind at all being  
 very calm & hot: so that only the current  
 drew us to the westward: the N<sup>th</sup> most end  
 of Comoro being on the W of us some 8 leagues  
 off: Lat: 11.2: by observation  
 Lat: 11.2  
 Current to the  
 westward  
 Lat: 11.2

August 28<sup>th</sup> To this day noon was sayled by the Logge  
at 1632. 20 myles, NNE: 16. & NW & N 4 myles so the  
true course w<sup>th</sup> the variation allowed & of  
Current is N 17 myles bearing by observa-  
tion in the Latitude of 10. 45. The  
winds at E. SE. SSE. W. & SW. little winds

29<sup>th</sup> To this day noon was sayled by the Logge 40  
myles the course NEN. 22. NE: 5. & NE: 12.  
Var. Co: 17. So the course by Plane is NEN 4. Ely. but w<sup>th</sup>  
the variation allowed the true course is  
Current to the NNE 13 leagues, the winds between the 30<sup>th</sup>  
NE: / of the SE: sayed weather & little winds w<sup>th</sup> storm  
about 12 of the third we saw a very great  
spout rise by the ship, & bore away from it  
we had no observation the same bearing

Lat. 09. 40  
Lon. 24. 40

30<sup>th</sup> To this day noon was sayled by the Logge 55 myles  
NE by the Comp. but w<sup>th</sup> the variation allowed  
the true course NEN 5. & N 10. 10 leagues  
Current to the NE: 2 days we had a great current w<sup>th</sup>  
us for whereas we had gone but 31 leagues  
by imagination, by the difference of Latitude  
we had run 51 leagues. bearing by obser-  
vation in the Latitude of 0. 25. the winds  
between the S. & the SE: a fine gale.

Lat. 0. 25.  
Lon. 25. 34

31<sup>st</sup> To this day noon was sayled by the Logge  
Current: NE: 25 1/2 leagues NE: but w<sup>th</sup> the variation  
allowed the true course is NEN. 4 & N 10 1/2  
and by the difference of Latitude the leagues  
sayled are 33: bearing by observation in  
the Latitude of 6. 55. the winds at SE:

Lat. 6. 55.  
Lon. 26. 25

September 1<sup>st</sup> To this day noon was sayled by the Logge 26  
at 1632. leagues NE: 7. 00: but w<sup>th</sup> the variation allow  
the true course is NEN 3. & N 10 1/2. And by the  
difference of Latitude the leagues sayled  
are 34: bearing by observation in the Latitude  
of 5. 16. the winds at the SE: & SW: a fine gale.

Lat. 5. 16.  
Long: 27. 19.

*Logg*  
*Septembers 29*  
*Lat: 3. 43*  
*Lon: 20. 10*

Do this day noon was sayled by the Logg 36<sup>1</sup> leagues NE. 700: but by the variation allowed the true course is NE 1/2 E. Wee had no observation in the first watch a small gust by some say no at the sight of the clouds small day no, but morning all night the sea showed us by white

*30*  
*Lat: 1. 42*  
*Lon: 20. 52*

Do this day noon was sayled by the Logg 30<sup>2</sup> leagues NE. 700: but by the variation & leeward way allowed the true course is NE 1/2 E. Wee had no observation in the Latitude of 1. 42. the winds all day SE. a fresh gale. no gusts nor day no

*31*  
*Lat: 0. 25*  
*Lon: 21. 27*

Do this day noon was sayled by the Logg 32<sup>2</sup> leagues NE 1/2 E. 700: but by the variation allowed the true course is N 86 W. 32<sup>2</sup> leagues because by observation in the Latitude off. 25 north the equatorial at 6 the morning.

*1 Oct*  
*Lat: North*  
*01. 00*  
*Lon: 31. 04*

Do this day noon was sayled by the Logg 36 leagues NE 68 700: but by the variation allowed the true course is NE 61 1/2 E. because under the Equinotial the winds all S & SW. a fresh fresh gale.

*2 Oct*  
*Lat: 02. 21*  
*Lon: 32. 10*

Do this day noon was sayled by the Logg 35<sup>2</sup> leagues NE 68: 700: but by the variation allowed the true course is NE 61 1/2 E. the winds all SW.

*3 Oct*  
*Var: Co: 16. 12*  
*Lat: -03. 40*  
*Lon: -33. 20*

Do this day noon was sayled by the Logg 37<sup>1</sup> leagues NE 68: 700: but by the variation allowed the true course is NE 61 1/2 E. the winds all SW the sun became in ye some we had no obser<sup>ation</sup>

*4 Oct*  
*Lat: 07. 41*  
*Lon: 35. 50*

Do this day noon was sayled by the Logg 47<sup>1</sup> leagues NE 68: 700: but the variation allowed the true course is NE 61 1/2 E. because by observation in the Latitude of 7. 41. So that the Logg sayled since the last observation are 107, because by the Logg but is 6. gained a current to the NE: the winds became all SW.

Current to the  
N.E. 30 Leagues  
in the forelayd 10 days.

Sunday: Septemb. To this day noon we sayled by the logge 141 myles  
 9<sup>h</sup> at 1632: the courses NE 47. & NE 94. & so. so the course  
 by Plano is NE  $\frac{1}{2}$  Ely: but w<sup>ch</sup> the variation  
 allowed the true course is NE N-2<sup>d</sup> N<sup>ly</sup>: 47 leagues  
 Latt: 9. 43.  
 Lon: ~~33. 17.~~  
 \* 9. 43: the winds at SW: a fret & gale.

10<sup>h</sup>: To this day noon we sayled by the logge 34  
 Thomas Holmes dived leagues NE & so: but w<sup>ch</sup> the variation allowed  
 the true course is NNE  $\frac{1}{2}$  E: and the leagues  
 sayled by the difference of Latitude are but  
 Latt: -11. 5:  
 Lon: ~~13. 30.~~  
 37. 44  
 30: beinge by observation in the Latitude of  
 11. & 5: the winds at SW: now had not a current

11<sup>h</sup>: To this day noon we sayled by the logge 130  
 myles the courses NE 104. & NE 61. 26. & so:  
 but w<sup>ch</sup> the variation allowed the true course  
 is NNE  $\frac{1}{2}$  E 43.  $\frac{1}{2}$  leagues, beinge by observation  
 in the Latitude of 13. & 11: the winds at WSW

12<sup>h</sup>: To this day noon we sayled by the logge 134 myles  
 the courses ~~so~~: NNE  $\frac{1}{2}$  E. 35. & NE 61. 99. so the  
 course by Plano is NE 61 2<sup>d</sup> N<sup>ly</sup> 44. ~~leagues~~ & the  
 variation allowed the true course is NNE  $\frac{1}{2}$  E. and  
 by the difference of Latitude the leagues sayled  
 are 51. beinge by observation in the Latitude  
 of 15. & 39: the winds at the WSW: a fret & gale

13<sup>h</sup>: To this day noon we sayled by the logge 46 leagues  
 NE 61 & so: but w<sup>ch</sup> the variation allowed the true  
 course is NE  $\frac{1}{2}$  E. and the leagues sayled by the  
 difference of Latitude are 54, beinge by obser-  
 vation in the Latitude of 10. & 14: the winds at  
 WSW a fret & gale. Current alongst w<sup>ch</sup> W.

14<sup>h</sup>: To this day noon we sayled by the logge 23  $\frac{1}{2}$  leagues  
 NE 61 & so: but w<sup>ch</sup> the variation allowed the true  
 course is NE  $\frac{1}{2}$  E. and the leagues sayled by the  
 difference of Latitude are 26. beinge by ob-  
 servation in the Latitude of 19. & 30: the winds  
 beinge at the WSW: from 6 a clock in the  
 morninge to noone calme and litle wind.



يوميات عن السفينة جوناس والسفينة إكستشينج [٢٠] [٩٤/٤٥]

Septemb<sup>r</sup>s  
1632.  
109 f.  
Lat: 23. 46  
Lon: ~~16. 06.~~  
40. 16.  
In sight of  
Land of Arabia

To this day noont wee sayled by the Logge 20  
myles the courses N 9 myles NNE 9 & NNW 11.  
so the course by plane is NNW 9 leagues butt  
w<sup>ch</sup> the variation allowed the true course is NNW  
 $\frac{1}{2}$  we bringe by observation in the Latitude of  
23. & 46. Tho wind variable att the S. SEW. E.  
& ENW: from 12 at noont till 8 at alme:

198 f.  
var. Co: 16. 30.  
Lat: 24. 10.  
Lon: ~~18. 32.~~  
39. 45.

To this day noont wee sayled by the Logge 63 myles  
the courses N. 9. NNE 30. NNW 9. NW 9. so the  
course by plane is NNW  $\frac{1}{2}$  W butt w<sup>ch</sup> the variation  
allowed the true course is NNW 21 leagues.  
bringe by observation in the Latitude of 24. 10.  
so the leagues sayled are butt 10  $\frac{2}{3}$ . The wind  
variable, att the S. & SW. E. ENW. & NW: East wind:

Lat: 24. 20.  
Lon: 39. 27.  
Chomad. Bette  
eyes of a feather is NW 1/2 N. Tho wind variable att E. N. & W.

To this day noont wee sayled by the Logge 20.  
myles the courses N 1/2 W. 9. NNE 12. NW 4  
W 1/2 N. 9. Tho course by plane is NNW 9 leagues  
butt w<sup>ch</sup> the variation allowed the true course  
is NW 1/2 N. Tho wind variable att E. N. & W.  
I had no observation. 5 fowes Salme.

21 f.  
Lat: 24. 42  
Lon: ~~18. 32.~~  
39. 27.

To this day noont wee sayled by the Logge 36  
myles the courses N. 13. NE. 5. E. 10. &  
NNW. 0. so the course by plane is NE  $\frac{1}{2}$  E. Butt  
w<sup>ch</sup> the variation allowed the true course is  
NE 1/2 E. 12 leagues. Butt by the difference of  
latitudes the true course is NE 1/2 E. 2 leagues.  
And the leagues sayled are butt 8.  
The wind variable att NNW. N.  
NW. E. & SW. Little wind, butt not Salme.

22 f.  
var. Co: 16. 35.  
Lat: 24. 58.  
Lon: ~~18. 32.~~  
39. 27.

To this day noont wee sayled by the Logge  
23 myles the courses NNE. NNW. 15. N. 3. &  
NE 1/2 N. 5. so the course by plane is N  $\frac{1}{2}$  E. Butt  
w<sup>ch</sup> the variation allowed the true course is  
NNW. and the leagues sayled by the difference  
of latitudes are 5  $\frac{1}{3}$  leagues. bringe by ob-  
servation in the Latitude of 24. 50. wee  
had 8 fowes Salme. the wind variable att  
ENE. NE 1/2 N. SE. NNW. very hot wind.

20  
NW  
Bull  
23 NNW  
der of  
SW  
3 miles  
of  
ration  
ages  
24-18  
mily  
# mody  
20  
NW  
9 leagues  
at rough  
& W  
36  
10-2  
Bull  
8-12  
8-12  
NW  
valent  
Logge  
3-8  
E Bull  
at fe  
to it un  
by ob  
not  
to att  
alpe

Sunday: 23<sup>rd</sup>  
Septemb<sup>r</sup>  
1632

Lat: 25. 29.  
Lon: ~~16. 32.~~  
39. 12.  
the Arabian  
lands scene.

35  
(21)  
On this day went we sayled by the Logge  
40 myles. the courses of the: NW 13. NNW 10.  
W: 9. & NE: 10. so the course by the plane is N 1/2 W  
30 myles. But the variation allowed by  
true course is NNW 10 leagues: being by  
Observation in the Latitude of: 25. & 29.  
About 2 of the storks at night the small  
Pinnac became on board saw by land of  
Adriatic: and sent of a piece of ordinance  
& was answered by the Admiral. At noon  
we went some 3 leagues from the shore  
we found at noon & had 57 fathoms.

24<sup>th</sup>  
Lat: 25. 19.

On this day went we had by wind variable  
sometimes out of the Bay & sometimes of  
the land, but very little wind and sometimes  
calm. we stood off and on to the shore  
as we could get advantage of the wind.  
I was by Observation in the Latitude of  
25. 19: we stood into the shore till we  
had 25. & 26 fathoms: our ground.

25<sup>th</sup>  
Lat: 16. 39.

This 24 hours we stood off & on with the  
wind by the wind all wind and about eleven  
miles of the storks we came to an anchor in  
the Gulf: we stood off into 100 fathoms  
and no ground: and stood in to 16. fathoms  
we came to an anchor in 9 fathoms 7 miles  
from the shore and 2 leagues from the  
shore there it but 4 fathoms: the high  
land that gave the hooker point of all  
the top as if it were full out was NW 8:  
of us. Our Barge went afore before we  
came to an anchor, and went to  
Eastward of half sayle high, mounting ne.

A Barge went  
a float to head  
of us: of who were  
the of Cap. Glade  
& Capt. Pinn to pass  
to the Combrons  
day before & 3 other  
ships before them  
any more of Logge.

Note that this shore is of a great length  
E and W. but N & S it is but very narrow  
some 5 or 6 shippes length: the bay is but 3  
fathoms all low water.

26<sup>th</sup> of  
 Off last night about 12 of the clock we set  
 our sails & set sail w<sup>th</sup> the wind off the  
 shore and about 4 of the clock in the morn  
 the wind came to the N & W. so we sailed  
 NW by N till 2 of the clock in the afternoon  
 then was the North upon the point of  
 Bumbarrick & NW of us. we hauld  
 the lead and had 30 fathoms. you may  
 stand so near into the shoar till you  
 bring the Cape North NW of you.

27<sup>th</sup> of  
 28<sup>th</sup> of  
 I kept 2 days till the 28<sup>th</sup> at noon we  
 had very little wind and some calm  
 the wind blowing almost right out of the  
 Bay so that we got nothing at all but  
 rather lost the point of Bumbarrick  
 being still NW by W of us and the point  
 of Jaspur NE by E. From noon we lay  
 at NW & W by N w<sup>th</sup> an easy gale at the SW.

29<sup>th</sup> of  
 On this noon we had little wind but  
 sight of the shore at night then had we  
 the wind off of the Persian shore till  
 all night and all of the clock in the mor  
 ning, Bumbarrick's point was NE of us  
 and at 12 of the clock at noon it grew  
 calm and then the wind came off the Ara  
 bian shore and we stood away NW by W  
 the wind at W. a fine fresh gale.

Sunday  
 30<sup>th</sup> of  
 On this day noon we sailed NW till 4 of  
 the clock yesterday in the afternoon afterwards  
 N. & NE all night hauld the wind at W.  
 SW. & S an easy gale forty miles calm  
 and still continues the same course. Note  
 that when Bumbarrick is E of you 3  
 leagues to the westward then by a shoar  
 upon the Persian shore 2 or 3 leagues  
 from the lands so that if you see any to stand  
 over you must run a lead or heads to ground.



October 22<sup>d</sup> 1632. Wee weigh'd & sett sayle from Somerounde  
but came to an Annaple agayne in 13 fathoms  
Bound to Suratt some 3 leagues from the Mayne: in 60 mi  
of calme, and a good tyde running towar /

23<sup>d</sup> Wee last night about 10 of the clocke wee  
weigh'd agayne w<sup>th</sup> the wind at NE;  
and by day light wee were betwixt the  
2 Islands: Demouge & Ciffemy. Then it grew  
calme: about noon the wind came to E  
w<sup>th</sup> a fresh gale, at 6 of the clocke  
the Island of off of Saps  
like a Gummed Coyne was SW of us 3 leagues

24<sup>d</sup> The foredayd gale continued till 2 of the  
clocke this morninge & then it grew calme  
at 8 of the clocke this morninge the fore-  
dayd Island bore NW of us in 60 mi till  
calme: at noon wee were surpris'd w<sup>th</sup> a  
40 fathoms: (Coyne) & haul'd for till the Coyne was  
gone: at 6 of the clocke, the fore dayd Island  
bore NW & 6 N: so wee got little all this day  
now wee had a little gale at NNW:  
all this night very little wind & calme.

25<sup>d</sup> This day morninge wee had a little gale at  
N: till noon & then calme: wee saw 2 hum-  
barriets in bore seas & 3 leagues off at 2 of  
the clocke wee had a little gale at SSW  
and afterward it veer'd to the SEBS for  
foode close into the Portugall shoale and  
at 8 of the clocke wee tacked off 42 fathoms:  
and foode once all night w<sup>th</sup> the  
the wind still at SEBS: a fresh gale.

26<sup>d</sup> This morninge the wind still at SEBS at  
7 of the clocke wee tacked off foode once  
for the Portugall shore: and so tacked  
off & on till noon about 2 of the clocke the  
wind came to the S: at 4 of the clocke  
barique was EBS of us some 4 leagues off  
all night calme: sometimes a little boate

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27<sup>th</sup> Octob<sup>r</sup> This day in the morning about 3/4 of the  
4632  
+ the wind had a little gale all day but after  
partened in to a fine fresh gale all day.  
I observed at noon and made 25.8: 35 miles  
at the same time was by hummocks of the  
point of Bumbarique NE of us 4 leagues  
off, having steered SE till 2 of the  
+ the ship after noon and then we steered  
away SE. having still a fine gale: ~

Sunday  
28<sup>th</sup> Octob<sup>r</sup> To this day noon we sailed by the Logge 63 miles  
the courses SE 1/2 E. 16. SE: 10. SE 1/2 S: 23. & SE: 6.  
the courses of the Logge by the Logge is SE 1/2 S, but by the  
variation allowed the true course is SE 1/2 E  
& the Logge sailed are but 10. The wind  
at WNW: NW: & N: a fine gale: 60 miles  
Observation in the Latitude of 25. 8 0.

29<sup>th</sup> Octob<sup>r</sup> To this day noon we sailed by the Logge 52 miles  
the courses SE 1/2 E. 22. SE: 25. & SE: 4. so the  
course by the Logge is SE 1/2 E but by the variation  
allowed the course is SE: 20 but by the differ-  
ence of Latitude we made a southerly course  
because by Observation in the Latitude of  
East Longitude 24. 31. so the course by the Logge allowed  
is SE 1/2 S 17. Leagues: the wind all WNW & NW.

30<sup>th</sup> Octob<sup>r</sup> To this day noon we sailed by the Logge 19  
miles. the courses SE 1/2 E. 5. SE: 9. & SE: 5.  
so the course by the Logge is SE 1/2 S: but by  
the variation allowed the true course  
is SE: 17 1/2 miles by Observation in  
the Latitude of 24. 20. Wind all W. SW. S  
grows calm, observe little wind.

31<sup>st</sup> Octob<sup>r</sup> To this day noon we sailed by the Logge  
23. miles the courses SE: 3. SE: 16. SE: 4  
so the course by the Logge is SE: but by the  
variation allowed the course is SE 1/2 S: but by the  
difference of Latitude the true course is SE:  
60 miles by Observation in the Latitude

Current to  
the No. ward

يوميات عن السفينة جوناس والسفينة إكستشينج [٢٣ ظ] (١٤٤٠/٥١)

Lat. 24. 46. Lon. 01. 45. 7.  
 John Edwards  
 2<sup>d</sup> of a 5<sup>th</sup>

Latitude of 24. 46. we saw Land N of us  
 10 leagues off  
 Bearing by Magnetic shore: E by N wind at  
 S little wind & 1 hundred Salms.

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Nourmbis:  
 1<sup>st</sup> of 1632.

Lat 24. 41. Lon. 01. 24.  
 2<sup>d</sup> of a 5<sup>th</sup>

Do this day noon we sayled by the Logge of  
 Myles 38. all by 24 hundred Salms or very  
 little wind bearing all day in sight of the  
 Persian shore all along. we had no ob-  
 servation, bearing w by N & leagues of the  
 shores, we had no ground at 70 fathoms.

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2<sup>d</sup> of a 5<sup>th</sup>

Current to go  
 Norward  
 by first of 7<sup>th</sup> Lane  
 Lat. 24. 54. Lon. 02. 04.

Do this day noon we sayled by the Logge  
 44 miles the course 37. & 38. 7. but  
 the course by the difference of Latitude is  
 E. N by E. bearing by observation in the  
 of 27. 51. E by N wind at W & ~~N~~ N. N. W.

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3<sup>d</sup> of a 5<sup>th</sup>

Lat. 24. 32. Lon. 02. 30.

Do this day noon we sayled by the Logge 45  
 miles. the course 38. 0. 38. 1/2. 24 & 38. 1/2. -  
 so the course by the Plane is 38. 1/2 S, and by the  
 variation allowed the course is 38. 0. but by  
 the difference of Latitude the true course  
 is 38. 1/2 S. 1/2 leagues. bearing by observation  
 in the Latitude of 24. & 32. E by N wind at  
 W. W. N. & N. W. a fyne gale

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Sunday:

4<sup>th</sup> of a 5<sup>th</sup>

Lat. 23. 55. Lon. 03. 10.

Do this day noon we sayled by the Logge 46  
 miles the course 38. 1/2. 38. 1/2. 27. 3. 5.  
 so the course by the Plane is 38. 1/2 S. but by the  
 variation allowed the true course is 38. 1/2  
 bearing by observation in the Latitude of  
 23. & 35. E by N wind variable at 30. 1/2. N. 1/2.  
 & E. by E. so not good little wind & Salms.

Mr Robt Dyer of a variation allowed the true course is 38. 1/2  
 bearing by observation in the Latitude of  
 23. & 35. E by N wind variable at 30. 1/2. N. 1/2.  
 & E. by E. so not good little wind & Salms.

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5<sup>th</sup> of a 5<sup>th</sup>

Lat. 23. 53. Lon. 03. 19.

Do this day noon we sayled by the Logge 7 miles  
 38. 1/2 course by the board but by the variation allowed  
 38. 1/2 S. we had no observation, we had little  
 wind at E. N. E. & 38. 1/2 hundred Salms.

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6<sup>th</sup> of a 5<sup>th</sup>

Lat. 23. 16. Lon. 03. 19.

Do this day noon it was Salms here more all  
 the 24 hundred no wind at all. and more by  
 observation in the Latitude of 23. 16.  
 so not good Dyer to go to the 27 miles

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November 7<sup>th</sup> To this day noon likewise we had <sup>41</sup> no wind at  
 all but by a judgment we drove some 10  
 miles E. & observation beinge bad, it beinge  
 a white & thick Calme:

9<sup>th</sup>: To this day noon we sayled  $ESE$ : w<sup>th</sup> the  
 variation of the wind way allowed 5 leagues  
 of a mile beinge by observation in the latitude  
 of 22. & 52. the wind variable N. by. & S by.

10<sup>th</sup>: To this day noon we sayled by the Logg 30  
 miles, the severall courses makinge a true  
 way by the plane w<sup>th</sup> the true way allowed  
 But w<sup>th</sup> the variation allowed the true  
 course is  $Ebs. \frac{1}{2} S. 9 \frac{1}{2}$  leagues beinge by ob-  
 servation in the latitude of 22. & 40. the  
 wind at NE. & ENE: some times Calme.

11<sup>th</sup>: To this day noon we sayled by the Logg 12 miles  
 the severall courses w<sup>th</sup> the variation allowed  
 makinge an  $ESE$  course, & beinge by observa-  
 tion in the latitude of 22. & 44. the wind va-  
 riable at NE: NNE: N. & ESE: some Calme.

Sunday  
 12<sup>th</sup>: To this day noon we sayled by the Logg 52  
 miles the courses  $ESE. 30. ESE. \frac{1}{2} S. 15. \& SE. 7.$   
 so the course by plane is  $ESE. 4 \frac{1}{2} S$ : but w<sup>th</sup>  
 the variation allowed the true course is  $S.$   
 $SE. by. 17 \frac{1}{2}$  leagues: beinge by observa-  
 tion in the latitude of 22. 31. the wind at N.  
 NNE & NNW a fyne gale some times Calme

13<sup>th</sup>: To this day noon we sayled by the Logg 40  
 miles the courses  $Ebs. 7. \& ESE. 33.$  so the course  
 by the plane is  $ESE. \& \frac{1}{2} S$ : and by the diffe-  
 rence of latitude the true course is  $ESE. 15 \frac{1}{2}$   
 leagues: beinge by observation in the latitude  
 of 22. 23: the wind at N. NNE. NW. & NNE.

Current to the S. east

يوميات عن السفينة جوناس والسفينة إكستشينج [٢٤] [٩٤/٥٣]

Novemb: 13<sup>th</sup> Do this day noon we sayled by the Logge 21  
 Miles 88. butt w<sup>ch</sup> the variation allowed the  
 course is E 1/2 S: butt by the difference of Latitude  
 the true course is E 8/10 S: because by  
 observation in the Latitude of 22. 41. 26. the  
 Current to the S<sup>th</sup> winds all NE & NNE. litle wind & S. alone.

14<sup>th</sup> Do this day noon we sayled by the Logge 42 miles  
 the courses E 1/2 S: 10. E 8/10 S: 24. S 1/2 E: 6. & S 1/2 E: 2. so the  
 course by the Plan is E 8/10 S: 41 miles, & the true course  
 way, & current to the S<sup>th</sup> counterway litle the  
 George stay variation the true course is E 8/10 S: 41. 13. because by  
 observation in the Latitude of 21. 49: the  
 winds all NNE. NE. & ENE: an easy gale.

15<sup>th</sup> Do this day noon we sayled by the Logge 51 miles  
 the courses E 8/10 S: 22. S 1/2 E: 24 & S 1/2 E: 9: so the course by  
 the Plan is E 8/10 S: 55. butt w<sup>ch</sup> the variation allowed  
 the true course is E 8/10 S: 54. southward way: because by obser-  
 vation in the Latitude of 21. 27. the winds  
 all NE: NNE: & ENE: a fresh gale.

16<sup>th</sup> Do this day noon we sayled by the Logge 51 miles  
 the courses E 1/2 S: 11. E 8/10 S: 9. E 8/10 S: 21. & S 1/2 E: 10: so the course  
 by the Plan is E 8/10 S: 51. & w<sup>ch</sup> the true course way allowed  
 the true course is E 8/10 S: 51. butt w<sup>ch</sup> the variation allowed  
 the true course is E 8/10 S: 17. because by obser-  
 vation in the Latitude of 21. 44. the winds  
 all NE: & NNE: a fresh gale.

17<sup>th</sup> Do this day noon we sayled by the Logge 53  
 Miles. the courses E: 5. E 8/10 S: 10. E 8/10 S: 14. S 1/2 E: 17. S 1/2 E: 7: so  
 the course by the Plan is E 8/10 S: 53. & w<sup>ch</sup> the true course way allowed  
 the true course is E 8/10 S: 53. butt w<sup>ch</sup> the variation allowed  
 the true course is E 8/10 S: 17. because by obser-  
 vation in the Latitude of 20. 40. the winds  
 all NNE: NE: & ENE: a fresh gale constantly.

Sunday 18<sup>th</sup> Do this day noon we sayled by the Logge 54 miles  
 the courses E: 12. S 1/2 E: 31 & S 1/2 E: 11. so the course by the Plan  
 is E 8/10 S: 54. & the true course way counterway litle the  
 variation in the true course, because by obser-  
 vation in the Latitude of 20. 44. the winds  
 all N. NNE: & ENE: a fresh gale.

21 November 199. To this day noon we sayled by the Logge 40<sup>45</sup> myles the souerall courses making a febe way a little offealy: by 40 lano: And the backward way booyng more then the variation the true way booyng to us by the different of Latitude is 3: 13  $\frac{1}{3}$  leagues booyng by observation in the Latitude of 19. 24. the winds at NNE: NE: & ENE: fresh: \*

Note that when you come into the Latitude of 19. & so: so many leagues as you have, you are so many leagues from the Equator, till you come to 13 leagues.

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20<sup>th</sup>. To this day noon we sayled by the Logge 53 myles the souerall courses making a febe way the backward way the variation of 1/2 a poynnt more so the true course is febe: 17 leagues, we had no observation, it beinge quite cloudy weat. but by imagination in the Latitude of 19. 57 the winds variable at the NE: ENE: ESE: & at 88: & the north side to the norward: we had 40. & 50 leagues

21<sup>st</sup>. To this day noon we sayled by the Logge 20 myles upon souerall courses to the N: & 50 myles to the southward so the variation & backward way allowed the true course is N: & the leagues sayled by the different of Latitude are 19. 40. we had 2 greater showers of daynd & of 2 small dropps: the winds at the E: SE: ENE: & NE: a fresh gale.

22<sup>nd</sup>. To this day noon we sayled by the Logge: 25 myles upon souerall courses to the Norward & 29 myles to the southward the way, allowinge the variation & backward wayes the true course is ENE 9  $\frac{2}{3}$  leagues booyng by observation in the Latitude of 19. 51. we had booynt 40. & 50 leagues the winds variable at E: SE: ENE: & NE:

يوميات عن السفينة جوناس والسفينة إكستشينج [٢٥ ظ] (٩٤/٥٥)

Novemb<sup>r</sup> 23<sup>d</sup> To this day mount wee sayled by the Dogge 45  
miles by courses E.S. & E. 32. & S.E. 5. so the  
course by plane is E.S. and by the way  
betwixt a point more then the variation  
the true course E.S. 15 leagues betwixt by  
Observation in the Latitude of 19. & 20.

The wind at N.E. & N.W. a fresh gale.  
wee hoave the leads every 4 hours and  
had 40. 36. 32. & 20 fathoms at noon.

24<sup>th</sup> To this day five of the shallop in the morninge wee  
had sayled 13 leagues makinge an E. way all  
the way wee saw the Land the four most  
Land that wee saw betwixt the Land of St Johns  
the bore side of us is leagues off: at 12 at  
night wee had 21 fathoms: and before that  
24 fathoms: wee were by Observation in  
the Latitude of 19. 40. The wind at the  
N. N.E. & N.W. a fresh gale till 10 this morninge  
afterwards litle wind at E.N.E. & E. was

Sunday 25<sup>th</sup> This morninge at 6 of the shallop wee came to an  
Anchor in 20 fathoms: havinge had the wind all  
night at E. & E.S. & at 10 of the shallop the last  
night wee anchored in 16 fathoms: & weighed at  
3 in this morninge. St Valentynes Necke be-  
twixt us about 14 leagues off the Land  
playne to be seene all alonge: 26 or 27 miles by  
Observation in the Latitude of 20. & 21: at  
4 of the shallop in the afternoon wee weighed and  
set sail w<sup>th</sup> the wind at N. so wee steered all  
the way N.E. & E.N.E. at 10 of the shallop at night  
wee came to an Anchor in 12 fathoms: upon bene-  
fitte wee hoave the leads every 4 h<sup>rs</sup> wee had  
10. 16. 12. & 10 fathoms wee had some ground  
for if you come up in 10 fathoms on this side you  
shall have some ground. wee tacked & stood into  
12 fathoms & a halfe and came to an Anchor.

26<sup>th</sup> This morninge at 3 of the shallop wee weighed  
with the wind at E.N. and stood alonge the shore  
at 6 of the shallop (deman) was 11 of us some or y<sup>e</sup> head  
of the shallop were came to an Anchor

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In 10 fathoms some 3 leagues off the shore  
beinge of Guntvay: And was by  
Observation in the Latitude of 20. 30. ~  
At 5 houre afternoon wee weighed w<sup>th</sup> the wind  
at N. E. by W. and turned by till 11 at night  
and then came to an Anchor in 10 fathoms.

27<sup>th</sup> This morninge at 6 of the clocke wee weighed  
w<sup>th</sup> the wind at E. by N. beinge 10th w<sup>th</sup> 10 fathoms  
Guntvay Point: at 11 of the clocke the wind to  
WNW then wee stood up w<sup>th</sup> our labors to  
aboard till 2 of the clocke in the afternoon  
then the light beinge done wee came to an anchor  
in 11 fathoms: some 4 or 5 miles north of the  
Barre: Gull Swallow beinge N. 81 E. 7 Comp.  
was made by Observation in the Latitude  
of 20. 53. Note that if you turne up you  
must not stand no nearer the land then 20  
or 21 fathoms for if you <sup>run</sup> deeper water it  
will be full of a sudden with 14. 15 & 16 ft  
a good depth: & you may stand into 8 & 7 fathoms  
into the shoare: Wood dead at an anchor all  
the night, & sent 2 full w<sup>th</sup> the expales  
& charts followeth to the upper part

28<sup>th</sup> This day morninge at 7 of the clocke wee  
weighed and had the wind at E. by S. and  
stood up for the Barre makinge one onely  
board into the shoare and about 11 of the  
clocke wee came to an anchor in the hole  
variation of the in 7 fathoms afternoon of 3 Flemish shippes  
Compass in the hole.

Laus Deo, In secula seculorum

Our course over the barre is: SW by S. & N. by E.

Memorandum the 20<sup>th</sup> of December I was sent for aboard the Charles  
of Spynhall & by a Constellation, of the Countess. I was removed out  
of the ship Jonah, into ye ship. Exchange, to go for the west coast of  
Sumatra: &c.  
Laus Deo: Ship Jonah.

Sunday Ship: Exchange Laus Deo: January 27<sup>th</sup> 1632.

27<sup>th</sup>. We left Sayle & rams from Swallow hole over  
the bar, w<sup>ch</sup> by wind at NNE. a gress gale  
and about one of the clock came to an anchor  
in 12 fathoms. all the day a very gress gale.

28<sup>th</sup>. About 9 of the clock we weighed and set  
sayle & made bound for the west coast.  
and steered away SSE. & S: At 4 of the clock  
Sunday was 800. of us. all the night we  
steered SW. & SSW. and had 14. & in fathoms  
an easy gale all the night at NNE.

29<sup>th</sup>. This day morning about 11 of the clock  
St Valentines & Docks was 80 of us. 6.  
leagues off, now we get company w<sup>ch</sup>  
the Jonah, Mary, Dolphin & Barth: who  
were bound to Africa, and steered away  
SSW, w<sup>ch</sup> the private James: wind at NNE:  
the great James being bound for England.

30<sup>th</sup>. To this day noon we sailed by the Log 26  
leagues. the course we took. SW by S. but  
w<sup>ch</sup> the variation allowed the true course  
is S by W.  $\frac{1}{2}$  N. being by observation in  
the latitude of 19. & 20. the wind at  
N. & NNW. a fine free gale: we had  
at night 16. fathoms: toward day 30. & 20.

Note that the land by the N by S. & S by W.

31<sup>st</sup>. To this day noon we sailed by the Log  
24 leagues &  $\frac{1}{3}$ : the course SSW, but w<sup>ch</sup>  
the variation allowed the true course is  
S. & W. & by the difference of latitude  
the leagues sailed are 27. being by  
observation in the latitude of 17. & 7.  
the wind at N. & NNE, we had 41. & 46  
fathoms.

Lat

Lat

Lat

Var

Lat

Lat

Var

this m  
be  
the  
on the

Lat  
Var

1632

February 28<sup>th</sup>  
at 16.32

Lat. 16.2  
Var. Co. 14.40

47  
27  
To this day noon we sailed by the Logge  
21 1/2 leagues the courses S. 8. S.W. for the course  
by the Plan is S 1/2 W. but w<sup>th</sup> the variation  
allowed the course is S.W. being by ob-  
servation in the Latitude of 16.2. the winds  
at N. & N.W. a fresh gale we had no  
ground all 50 fatjams: & 50 fatjams.

Lat. 14.45  
Var. Co. 15.25

28<sup>th</sup>  
To this day noon we sailed by the Logge 75  
miles the courses S. 5. S.W. 21. & S.W. 2. so  
the course by the Plan is S. 3. 2. but w<sup>th</sup>  
the variation allowed the true course S.W.  
7. 2. est by 26 leagues being by observation  
in the Latitude of 14.45. the winds all  
N.W. N. & N.W. a fresh gale.

Sunday  
39

Lat. 14.0  
Var. Co. 14.50

The afore said day was clear from the great  
fams and the sea in for the board

To this day noon we sailed by the Logge  
75 miles the courses S. 4. S.W. 5. & S.W. 21  
S.W. 35. & S.W. 10 so the course by the Plan  
is S. 1/2 S. but w<sup>th</sup> the variation allowed  
the course is S.W. 23 leagues being by  
observation in the Latitude of 14.0.  
the winds between the N.W. & N.W. with  
Eas 30. 36. & 32 fatjams, at noon: about  
2 of the clock this afternoon we saw  
a little Island that had no name & is  
distant from Goa 14 leagues to the Southward  
at 6 of the clock this evening it was East.

40  
this morning before  
break a day was fine  
the great fams  
against with a beauti-  
ful trade of W. & S.  
Latitude 12.42  
Var. Co. 14.27

To this day noon we sailed by the Logge 75  
miles the courses S. 13. S.W. 35. S.W. 5. & S.W. 22.  
so the course by the Plan is S. but w<sup>th</sup> the  
variation allowed the true course is S.  
15 degrees est: 24 leagues: being by observation  
in the Latitude of 12.40: the N.W. & N.W. 2 hours  
at 12: we had 26: 27: 20: 24: 32: 37. fatjams:

Feb. 27 1632. To this day noon we layed by the Logge  
24 myles SBE: 20. & S. 4 so the course by plane  
Lat: 12. 9. is SBE a little southerly but w<sup>ch</sup> the variation  
allowed the true course is SBE: 8 by the dif-  
ference of Latitude the leagues layed are  
3 leagues being by observation in the Latitude  
of 12. 9. the wind at noon: WSW: NNE: & NE:  
with Rad 37. 40. & 42 fathoms: a hove<sup>d</sup> value.

To this day noon we layed by the Logge  
26 myles the courses of the: SBE: 26. & SBE: 40.  
so the course is by plane: SBE 4 & Ely: but  
Lat: 11. 5. w<sup>ch</sup> the variation allowed the true course  
is SBE: 7<sup>th</sup> Eastly: 23 leagues: being by ob-  
servation in the Latitude of 11. 5. w<sup>ch</sup>  
the wind betwene N. & NE: or  
S. w<sup>ch</sup> gale: with Rad 33. 35. 36. & 37 fathoms  
our 2 Gallies went w<sup>ch</sup> the 2 of mine into  
the shoars to a small bay by the shoars.

To this day noon we layed by the Logge  
20 myles the courses: S. 15: SBE: 13. SBE: 12. SBE: 5: & SBE: 12  
Lat: 10. 10. so the course by plane is S 1/2 E: 64 myles  
but w<sup>ch</sup> the variation allowed the true course  
is SBE: 21, leagues: being by observation in  
the Latitude of 10. 10: the wind betwene  
Var: Co: 14. 20 the SBE: & SBE: / WSW: & W: / & 5 hoves value.

To this day noon we layed by the Logge  
39 myles the courses S. 21. SBE: 7. & SBE: 11. so  
Lat: 9. 42. the course by plane is S. 0. & Ely: but w<sup>ch</sup> the  
variation allowed the true course is SBE:  
and the myles layed are but 33. or. 11 leagues:  
Var. Co. 14. - being by observation in the Latitude of  
9. 42. the wind betwene the N. & NE: W. & S  
& Ely and East gale some value. - 50 fathoms

49

To this day noon we layed by the Logge 34  
 Miles the course S. 30. E. but w<sup>ch</sup> variation allowed  
 the true course is S. 38. E. and by the difference  
 of Latitude the miles layed are 45. or 15 leagues.  
 beinge by Observation in the Latitude of 0.<sup>o</sup>  
 56. the wind betwene the NNW & NNE. ealy gale

To this day noon we layed by the Logge 65  
 miles the course S. 30. E. 6. & S. 23. —  
 so the course by Plano is S. 1/2 E. but w<sup>ch</sup> for  
 variation allowed the true course is S. 21  
 E. 21 leagues, beinge by Observation in  
 the Latitude of 0.<sup>o</sup> — the wind betwene  
 the NE. & NW. a fine gale \* \* \*

To this day noon we layed by the Logge  
 27 miles the course S. 5. S. 17. & S. 57.  
 so the course by Plano is S. 6. but w<sup>ch</sup> for  
 variation and leeward way allowed the course  
 is S. 8. & havinge a great current out of  
 the SE. we went little on hoade beinge  
 by Observation in the Latitude of 7.<sup>o</sup> 57.  
 the wind betwene the SW. & NW. 3 honours  
 talme: this day at noon we saw the land  
 w<sup>ch</sup> bore E. N. of us some 12 leagues off.

To this day noon we layed by the Logge  
 22 miles the course S. 4. S. 4. & S. 14  
 so the course by Plano is S. but w<sup>ch</sup> for  
 variation allowed the true course is S.  
 14. E. 15 miles or 5 leagues. beinge by the  
 Observation in the Latitude of 7.<sup>o</sup> 44.  
 the wind variable all the day. NE. & N.  
 little winds and 9 honours talme: we saw  
 the land E. N. of us a little nigherly w<sup>ch</sup> I  
 supposed to be Daxo Domet. (this day) wee lost sight of the great Isles  
 in farr water, my leake afterwards stoppe  
 of its owne accord —

13 Feb. To this day noon we sailed by the Logge  
 73. myles. the course 8: 44. & SSE: 29. so the  
 course by a plane is SSE: 28 8: but by the vari-  
 ation allowed the true course is SSE: 28 8:  
 and the bearings sailed are 25: being by  
 observation in the latitude of 6. 40  
 & longitude from the meridian of (St John's  
 vacca). 38 21: we had the winds betwixt  
 NNE: & NW: a fresh gale. and to this day  
 noon we steered away: SE: wind all NE:

14 Feb. To this day noon we sailed by the Logge 62  
 myles. the course 8: 9. SSE: 10. SSE: 17. & SE: 26.  
 so the course by a plane is SSE 1/2 E. & the bearing  
 way round wayling the variation it is of  
 true course: being by observation in the  
 latitude of 5. 43. the bearings sailed are  
 22. the winds variable betwixt the NE: &  
 E: a fresh gale sometimes little wind.

15 Feb. To this day noon we sailed by the Logge 62  
 myles the course 8: 9. SE: 22. SE: 13. & SE: 11.  
 so the course by a plane is 8: & the bearing  
 way round wayling the variation it is the  
 true course: bearings sailed are 20. being  
 by observation in the latitude of 4. 45:  
 the winds betwixt the E: & SE: a fresh gale

16 Feb. To this day noon we sailed by the Logge  
 67 myles the course: SSE: 9. SE: 10. SSE: 34 &  
 SSE: 6. so the course by plane is SSE: 4 & SE: 4.  
 the bearing way round wayling the variation  
 it is the true course bearings sailed 22.  
 the winds betwixt the E: & SE: a fresh  
 gale. we had no observation the weather  
 being very thick and cloudy.

Var:  
Lat:  
Lon:  
Way:  
Lat:  
Lon:  
Way:  
Var:  
Lat:  
Lon:  
Way:  
Lat:  
Lon:  
Way:

Sunday: 17<sup>th</sup> /  
February 1632. To this day noon we sayled by the Logge 42 miles the courses: sbe 4. sse 5. sbe 10. & sb 23. So the course by Plano is sbe 7 & est. And the variation of the wind way allowed the true course is sb: 14 leagues: being by observation in the Latitude of 38 20<sup>th</sup> the wind between the E & N Ebe: 5 knots & some very much Rayne & lightning

18<sup>th</sup> To this day noon we sayled of Logge 50 miles the courses: sbe 5. sbe 6. sbe 11. sbe 13. & sb: 11. So the course by Plano is sb: 11 & est. & the variation being 4 & est more than the leeward way to go w<sup>th</sup>: the true course is sbe: & the leagues sayled are 15: being by observation in the Latitude = 28 53<sup>rd</sup>. The wind between the E. N. & N. W. & between the E. & S. some Rayne & Lightning

19<sup>th</sup> To this day noon we sayled by the Logge 61 Miles, the courses: sbe 12. sbe 17. sbe 10. sbw 10. & sbe 6. So the course by Plano is sbe: and the leeward way counterwayling the variation it is the true course: & leagues sayled 19. being by observation in the Latitude of 18 56. The wind variable at E. sbw. E. N. E. sbe: sbe: & sbe: a fresh gale sometimes little wind. Rayne Gusts. & lightning

20<sup>th</sup> To this day noon we sayled of Logge 37 miles. the courses: sb 6. sbe 12. sbe 16. & sbw 3. So the course by Plano is sbe: And the leeward way counterwayling the variation it is the true course being by observation in the Latitude of 18 19. Leagues sayled are 11 2/3. The wind at the E. sbe: & sbe: a fresh gale sometimes little wind Rayne and much lightning

February 21<sup>st</sup> 1632 To this day noon we sailed by the Logge 49  
 Myles the courses S. 5. S.E. 7. S.S. 10. S.E. 27. & S.W. 7  
 so the course by Plan is S.S. 1/2 S. and the  
 ward way counterraylinge the variation in  
 Satt. Imaginon vs the true course, the leagues sailed are 14  
 Lat. 0. 37. we had no observation, but by Imaginon  
 Lon. - 5. 55. we were in the Sattitude of 0. 37 mynutes  
 Rayne. gale. etc. the winds from the ENE. to the ESE. a Gale  
 with Rayne, gusts. and lightnings: - x +

22<sup>nd</sup> To this day noon we sailed 2 Logges 50 myles  
 Var. Co. 13. 20 the courses S.E. 24. S.S. 17. S.W. 5. S.W. 4  
 course by Plan is S.E. 47 myles and the  
 ward way counterraylinge the variation it is  
 Satt. S. 0. 5. the true course & the leagues sailed are 12  
 Lon. - 6. 4. being by observation in the Sattitude of  
 Drop the equator 5 mynutes to the southward of the Equator  
 northward about eight of the furthest  
 the morning the winds all E. S.E. & S. Sayne weather  
 all night very mist, lightnings, no Rayne

23<sup>rd</sup> To this day noon we sailed by the Logge as  
 Current to the S. Myles upon several courses, we made a  
 way: & the backward way counterraylinge the  
 variation, it is the true course: and having  
 Lat. 0. 42. a current to the southward the leagues sail  
 Lon. 6. 17. led are 11. being by observation in the  
 Sattitude of 42 mynutes to the southward of  
 the Equatorial the winds all E. S.E. & S.W.  
 all night the wind came to the W.N.W. & were  
 stretched away. E.S. Sayne weather & lightnings

24<sup>th</sup> To this day noon we sailed by the Logge 60  
 Sunday Myles E.S. & S.W. But by the variation  
 allowed the true course is E. 2<sup>nd</sup> N. 22 2/3  
 Satt. Imaginon we had no observation the weather being  
 Lat. 0. 45. cloudy. but by Imaginon in the Sattitude of  
 Lon. - 7. 25. 45 mynutes, the winds between the N. & Logge  
 Rayne. etc. NW, & the Gale with gusts, lightnings, & small  
 dropps of Rayne.

Feb. 25<sup>th</sup> 1632  
 To this day noon we sayled by Logge 62 myles upon southeast courses making by  
 Plano a ESE way 57 myles or 19 leagues: ~  
 But by the variation allowed the true course  
 is ESE. & 19 leagues. Was had no obser-  
 vation the weather beinge thick & hazy.  
 But by Imagination in the Latitude of 54  
 Degrees just 8 my miles, & Longitude from the Meridian of  
 St John de Batters. 1. 22. The wind variable  
 blownd by N. & by W. a few Gale fairs  
 by nos little wind the weather cloudy w<sup>th</sup> Rayns  
 gusts & Lightninge. The sea: black & thick

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26<sup>th</sup>. To this day noon sayled by the Logge 63 myles by  
 courses ESE. 13 ESE. 12. & ESE. 7. so the course by  
 Plano is ESE. but by the variation allowed  
 the true course is E. 11 leagues: we had  
 no observation the sky beinge full of Rayns  
 the wind betwene the N. & by NW. fairs  
 of Rayns w<sup>th</sup> Thunder & Lightninge.

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27<sup>th</sup>. To this day noone we sayled of Logge 56  
 myles ESE. but by the variation allowed the  
 true course is E. 5 leagues: the wind va-  
 riable at S. W. & SW. little wind & a  
 hundreth ralm: much Rayns & Thunder &  
 extraordinary Lightninge. all the night  
 was had no observation of sunne nor of starres

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28<sup>th</sup>. 1632. To this day noone sayled by Imagination 10,  
 myles: beinge all bys a hundreth ralm & very  
 little wind at NW. NW. & E. saynt weather  
 all night Lightninge. this way afternoone  
 we tryed our way the Current falls & it  
 set to the SSW. beinge stronge to the ship  
 rapinge 8<sup>th</sup> the drake SW. last night fall  
 the she rorks was made by observation of the  
 Crooked 1. 5 of 40. southe Latitude; no observation  
 Currents SSW at noone, w<sup>th</sup> Lightninge.

March: 1<sup>st</sup> day noon sayled by the Logge 42  
 16 32: Myles: 48: but w<sup>ch</sup> the variation allowed of  
 Var. Co. 12<sup>th</sup> 14 leagues: we had no  
 observation the sky full of Vaynt the  
 Lat: Imagin<sup>ed</sup> wind variable all w<sup>ch</sup> NW & N: some times  
 16 50: a few E gales some times little winds. found not  
 Lon: 9: 52: this 24 hours very much Vaynt: & light  
 Mury Rayne

2<sup>nd</sup> day noon sayled of Logge 19 myles  
 10 49: Myles: 40: Est. but w<sup>ch</sup> the variation the  
 to the E: but allowing for current  
 Lat: Imagin<sup>ed</sup> we got to the NW: after 14 hours in 24  
 01 40: hours: the course by imagination is N<sup>W</sup>  
 Lon: Ditto 10 myles: we had the wind all N: NW & W  
 very little wind, & in the night calm: &  
 Curr: NW: Lat: Imag: 1: 40: this 24 hours no Rayne.

3<sup>rd</sup> day noon we had little or no wind  
 Logge having sayled by the Logge but 6 myles 48:  
 Lat: Imagin<sup>ed</sup> & having a current to the NW: of about  
 1: 30: 6 leagues in 24 hours: so that the course  
 Lon: Ditto by imagination is N<sup>W</sup> 10 myles: the  
 little wind that we had bore us all NNE:  
 Curr: to the NW sayled over the

4<sup>th</sup> day noon we sayled of Logge 20  
 11 3: Myles: the course of the 48: & w<sup>ch</sup> the vari-  
 Lat: Imagin<sup>ed</sup> ation allowed the course is Est. but w<sup>ch</sup> the  
 01 16: current allowed we got to the NW: & a  
 Lon: 10: 02: blowing for out of the 88: the course by  
 imagination is N<sup>W</sup>: 21 myles or 7. leagues  
 Curr: to NW the wind all W: NW & SW: saynt over the

5<sup>th</sup> day noon we sayled by the Logge  
 50 myles: the course 48: 48: 1/2 S & 2/3 E: the  
 Lat: Imagin<sup>ed</sup> ring of the variation & towards way allowed  
 01 01: as the wind bore us to the southward to north  
 Lon: 10: 39: on E<sup>st</sup> way: but the current allowed  
 us to

55

Logge 42  
 Current to the NW: of about 8 or 9 leagues  
 on 24 hours of my mind for way to be  
 ESE: 40 myles: the wind between the  
 N. & the S: w/ the Rayns & Lusterings: /  
 Rayns & Lusterings  
 the current was traced daily w/ a strike  
 w/ the Logge & compass on the Aback: /  
 6 J. Do this day none sailed & Logge 62 myles the course  
 Lat. Imaginaton 01. 32. but w/ the variation allowed the course  
 is ESE: & the current allowed to be NW: the  
 01. 24. 32. myles sailed are but 55 by imagination, or  
 10 1/3 leagues: we had the wind at NW: con-  
 stant a fresh gale: w/ the Rayns & Lusterings  
 it was also 3 hours calm: we had no ob-  
 servation but by imagination in the Lat-  
 itude of 1. 32. my miles to the south of the  
 Equinotial, this 24 hours we had no gylls:  
 Rayns: &c.  
 7 J. Do this day none sailed & Logge 76  
 Var: 10. 45. myles the course ESE: but w/ the variatio  
 allowed the true course is ESE: 25 leagues  
 Lat. Imaginaton 01. 47. the wind between the N & the NW a fresh  
 01. 47. 39. gale w/ small Rayns 2 or 3 shours: we  
 found now a small current out of ESE  
 small course: but being a fresh gale it could be little  
 or no hinderance to us: we had no obser-  
 vation the same being so near the  
 Equinotial & we so near the Land:  
 8 J. Do this day none sailed & Logge 83  
 Var: 10. 4. leagues ESE of 80: but w/ the variation  
 Lat. Imaginaton 01. 50. allowed the true course is E 1/2 N: degree  
 01. 50. 15. southerly: we had the wind variable raised  
 by small shours of Rayns being between  
 the N. W. & S. W: but most commonly at NW &  
 W: w/ small Rayns: we had no observation  
 the wind

Monday 9<sup>th</sup>  
var. 1032  
Lat: 5magino  
01. 50.  
Lon: 15. 00

On this day Moore was sailed by the Logge 46 miles by course E.S. & E 1/2 S. but by the variation allowed by course is E.S. as leagues, we had the winds all by NW till 12 all night, then calms & howers, and afterwards the winds both was no the SW & W.S.W. an easy gale. we tried to get further but there was none all day.

Mo  
a: 1  
var: C  
Lat:  
Lon:

Sunday  
10<sup>th</sup>  
Lat 5magi-  
1. 50  
Lon: 15. 35  
Rayns &c.

On this day noon we sailed by the Logge 37 miles by course E.S. but by the variation allowed by true course is E.S. & southerly. The winds all W.S.W. & W. a fine gale with some Rayns & thunder & lightening. And a good calm. the weather for yet most of the day.

var:  
Lat:  
Lon:

11<sup>th</sup>  
var. Co: 01.  
0. 13  
Lat: 5magi-  
01. 35  
Lon: 17. 15  
Rayns &c.

On this day noon we sailed & Logge 100 miles by course E 1/2 S. but by the variation allowed by true course is E.S. & southerly. We had the winds all by NW. & W.W. a fresh gale with some Rayns & thunder & lightening. In the morning before one of the decks were observed the Logge & Profits and by observation were in the Latitude of 1. 30 to the southward of the equatorial allowing for declination to be 29. We saw a great Logge of wood about 100 ft long.

var:  
Lat:  
Lon:  
Cur:  
var:

12<sup>th</sup>  
var. Co: 01.  
0. 0  
Lat: 01. 20  
Lon: 10. 40  
Rayns &c.

On this day noon we sailed & Logge 89 miles by course E.S. but by the variation allowed by true course is E.S. & southerly. 29 leagues. we had the winds between the N. & W. a fresh gale with thunder & lightening & very much Rayns. Being by observation in the Latitude of 1. 20 South.

var:  
Lat:  
Lon:  
Cur:  
var:



Logg<sup>er</sup> Mars 13<sup>th</sup> Do this day noon we sayled by the Logg<sup>er</sup> 57  
 a: 16 32. si myles course of 00: E: St. but w<sup>ch</sup> the variation  
 var: Co: 7. 35. tion allowed the true course is Est. 7 1/2  
 Lat: 01. 17. w<sup>ch</sup> only: becom<sup>e</sup> by observation in the  
 Lon: 19. 30. Latitude of 1. 17. S: was had the wind  
 but more to N: & by N: a fyne day  
 Gale & very fayre weather.

14<sup>th</sup> Do this day noon we sayled by the Logg<sup>er</sup> 30  
 var: Co: 6. 47. Myles the course of Comp. Est. but w<sup>ch</sup> the va-  
 Lat: 01. 04. riation allowed the true course is Est 6  
 Lon: 19. 50. Noly & 47 mymiles. 10 leagues. becom<sup>e</sup> by  
 observation in the Latitude of 1. 4. S:  
 we had the wind at the N: WNW. & SWW  
 a fyne day gale w<sup>ch</sup> very fayre weather.

15<sup>th</sup> Do this day noon we sayled by the Logg<sup>er</sup>  
 var: Comp. 6. 46 Myles the course. Est. 30. & Est. 16. by  
 247- course by plan is Est. 48 S: but w<sup>ch</sup> the  
 Lat: 00. 40. variation allowed the true course is Est  
 Lon: 20. 40. 4. Noly. 15 leagues. becom<sup>e</sup> by observation  
 we hold not to be good, in the Latitude  
 of 40 mymiles S: we had the wind at the  
 N: & WNW: a fyne day gale w<sup>ch</sup> very fayre weather.

16<sup>th</sup> Do this day noon we sayled by the Logg<sup>er</sup> 40  
 var: Co: 6. 45. Myles the course Est. 1/2 S: but w<sup>ch</sup> the variation  
 Lat: 00. 37. allowed the true course is Est: But w<sup>ch</sup> the  
 Lon: 21. 18. toward to the NWN we made or may be  
 toward of the Est. At this present I sus-  
 pected the ship to be very near the Island  
 Nintan, but it could not be so, for all this day  
 we saw no land. we had the wind at the  
 NWN: an fyne gale & very fayre weather.

17<sup>th</sup> Do this day noon we sayled by the Logg<sup>er</sup>  
 var: 6. 30. 39 myles the course Est. or by laynt struings  
 to make an Est way w<sup>ch</sup> the variation & Curran-

Latt. Ditto  
Lon. 21. 45. Current allowed but could not, for current  
falling us to the N<sup>o</sup>ward as by observation  
did appear, this day we had no observation  
for weather being cloudy. but not trying  
the current w<sup>o</sup> of Skiffes w<sup>o</sup> for N<sup>o</sup>ward  
so I imagined we made an Est way. we  
had the winds all N. W. & NW. an easy  
Balt & very fayre & hot weather.

March: 9<sup>th</sup>  
10<sup>th</sup> 9. Do this day none, because the current falle  
Var. Co. 5. 45. still to the N<sup>o</sup>ward & castayre sterion away  
SE. & some w<sup>o</sup> sayled by Logge 20 myles.

Latt. 00. 35.  
Lon. Ditto the winds all W. abs. & SW. litle or ind  
and so howe<sup>o</sup> talme. So that allowinge  
Current I suppose we did but sterion  
and went litle or nothing on heads. by  
reason of the talme weather. we were  
by observation in the Latitude of 35.

19<sup>th</sup> 9.  
var. Co. 5. 25. Do this day none we sayled by Logge  
22 myles, the course SE. & some. the winds  
at the 2<sup>o</sup> & NE. & NW. the barboard take  
aboard, and havinge so howe<sup>o</sup> talme. I  
suppose we went litle or nothing on  
heads, heard beinge a Current to the  
N<sup>o</sup> of 7 leagues in 24 howers. And  
beinge by observation in the Latitude  
of 46. 8. very fayre weather & hot.

20<sup>th</sup> 9.  
var. Co. 5. 0 Do this day none we sayled of Logge 40  
myles, the course of some. Ebs, but w<sup>o</sup> the  
variation allowed the course is Est &  
8. beinge by observation in the Latitude  
of 41 minutes sayle of some by difference  
of Latitude was Ebs. N<sup>o</sup>ly, we had the  
winds but were the N<sup>o</sup> of the NW. sayle near

March 21<sup>st</sup> To this day noon we sayled & Logg<sup>d</sup> 45 Miles, the course & Comp: Ebs: being by observation in the Latitude of one degree south: having a strong current to go seaward, And had the wind all the way WNW & NWNW: an easy gale very very fresh & cold.

Var: Co: 4.55  
Lat: 01.00  
Lon: 23.05

To this day noon we sayled & Logg<sup>d</sup> 73 miles the course & Comp: East but very the variation allowed, the true course is Est. 4.40 not by day 24 leagues we had no observation but by imagination in the Latitude of one degree having a small current to go southward very round wayled the variation. we had the wind all the way SWNW & WNW: a fresh gale, the weather clear and dry.

Var: Co: 4.40  
Lat: 01.00  
Lon: 24.15

To this day noon we sayled & Logg<sup>d</sup> 50 Miles, the course & Comp: E 1/2 S, but very the variation allowed the true course is Est. 1.20 S. 19 leagues, being by observation in the Latitude of 1.20 S: by which it appears we had a current to go southward, we had the wind all the way WNW & NWNW a fresh gale very fresh and light all night.

Var: Co: 4.20  
Lat: 01.20  
Lon: 25.10

Memorandum The day about winter the Day had sent for us into the Galley, And declared unto us, the best course to be taken to steer for Dingo for having steered formerly E 1/2 S. & Ebs: running to Dingo in the Latitude of 50. or 40 minutes N: Lat: we had formerly a current to go seaward we now found it should be in the Latitude of 1.20 S. & 1.14. by a general notice taken of all observations, by which we found a current to go seaward therefore we agreed to steer away ENE very we supposed allowance the current would vary as in Bohwell the hands Batta of Wintani. And agreed to make the effort mentioned in the Journal it best to be to go seaward so far that we might take the land of the Wintani head of Wintani.

Sunday

Mary 24<sup>th</sup> at 1632  
 Va: Co. 4<sup>th</sup>  
 Lat 57. 00. 57.  
 Lon: 26. 01

To this day we have sailed 2 leagues norward  
 the courses & comp: NNE. 2. NNE. 5. & ENE. 5.  
 So the course by a plane is 8NE  $\frac{1}{4}$  norward, and the  
 latter part was had to be norward being as much  
 as counterwayled by variation it is the true  
 course & the miles sailed are 50, or 19  $\frac{1}{3}$  leagues  
 was had by wind variable at NNW. NW.  
 W. & SW: SE. & E. very few of days  
 hundred & lightning. The wind at first was  
 heavy & full of days. was had no variation,  
 but by imagination in the latter of  
 55 minutes of the day was steady 8  $\frac{1}{2}$  S.

Tues day

Land found  
 Bathu.

7<sup>th</sup> day afternoon about one of the clocks we  
 had a fine show and saw the land in the forenoon  
 which we saw to be a small island in a round bay  
 of us, & the body of the land bore NNE: some  
 leagues off: this is the land called Bathu:  
 at 1 of the clock the sun was over took on  
 the sails and hauled up for sails & sprit  
 in the bay & lay a while with many lights  
 till 4 of the clock we were morning we had  
 a fine gale all night at NNW: very fair weather.

Wed. Martij 25<sup>th</sup>. at 1633.

\* This island sheweth  
 as if it were  
 a low rocky island  
 it is one of the  
 and we saw  
 in the water  
 sheweth a good  
 of all the  
 1

7<sup>th</sup> day in the morning about 7 of the clock  
 we saw a low rocky island very low  
 two or three leagues off: we bore NNE  $\frac{1}{2}$  E  
 of us some 5 leagues off: we saw like  
 the island Antam the N. of the  
 bearing ESE of us all the day as yet it was  
 calm or very little wind a small current  
 setting us upon the island Bathu we  
 shewed SE: about 4 of the clock  
 afternoon we had a fine gale  
 ESE & ESE. till 7 of the clock and then we  
 took



267.

at 4 of the clock this afternoon the wind came  
to the NW. we steard on a little, so we were  
of Amoy and fell sail, & steard N 28 E.  
we looked out all this afternoon for the shoals  
we were expected would show us safe by a  
break, and sounded every glass & had  
21. & 19 fathoms: about 5 of the clock we  
dopt the hand lead, and had 20. 19. & 10  
fathoms: but just at 6 of the clock we heard

Note:

a cast & had shoals water, we had not expect-  
ting would not see it. Doyl had had, and you  
sounded again & had but 10 fathoms. & had  
no more nor to go 3 casts together. The next  
cast had had about 10 fathoms, & next  
cast no ground by his hand line, & you  
struck the dipper lead and had no ground  
at 60 fathoms, & you heard it in the head  
& had no ground at 100 fathoms. This shoal  
did not show itself by a break as I re-  
ported, but by a dipping edge to be seen  
as if it had been some current, or  
wind. when we were over  
on head of us for a short time  
it not, but (as we judged) was had no harm  
& at 7 of the clock of Nimitan we had report  
& it bore 88 E. 1/2 S. some 3 leagues off.

March 1 633.

27

So this day noon we had fallow by yr  
log 30 myles the bar was N 27 E.  
9. & 28. 2. we was by reason of the vari-  
ableness of the wind in bearing all NW. N 27  
N 27 E. & 28. a fine gale of sometimes 12  
winds, but I saw some N 27 E. & 28. This mor-  
ning by break of day we saw the Land of Su-  
matra. we is a very huge land, but one end  
high hill we is somewhat sharp at the  
top.

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27  
 At 10 of the clock this morning I set the  
 sail my mate by 4 or 5 supposed to be the  
 ground all 100 fathoms. - till 4 or 5 of the  
 afternoon it was all wind, then not had a breeze  
 out of the sea: and steered N E by E by 2  
 or 3 miles, and a great deal bigger than the  
 other, we were supposed to be the islands of  
 Corow. but afterwards they proved to be  
 the islands, by that time we had run in  
 about 5 miles N by E. And had not now seen  
 of the islands from the land at 6 of the clock  
 this morning we had by 8 or 9 miles  
 and saw in the distance a low flat island  
 N by E of us, and by the ground to the southward

28  
 This day morning at 4 of the clock we  
 set the sail my mate by 4 or 5 supposed to be the  
 after words of wind came to the NW, it steered  
 N by E by 2 or 3 miles, and at 6 of the  
 clock ground of low land round about  
 8 or 9 miles, and by 10 or 11 miles  
 of Corow Islands about 2 leagues. it when  
 in the forenoon we saw the islands of Corow  
 were a low flat island, and by 10 or 11  
 miles of us about 4 leagues off. about 10  
 of the clock in full sail, and were  
 some to an anchor in 50 fathoms. at one  
 of the clock this afternoon we were  
 N by E wind at 10 or 11 a fresh breeze from  
 ENE by N by E at head by 10 fathoms from 55  
 to 50. 45. 40. 35. 30 fathoms, and at 7 of  
 the clock this evening came to an anchor in 30  
 fathoms, and all night had the wind  
 at 8 or 9 of the clock, by 10 or 11 and light breeze all  
 the night, toward day the wind at 8 or 9

oury sand  
 fowls  
 moats

Martij 29<sup>th</sup>  
at 1033

Lat. of Cerro is  
0.23.8.0  
Comp. 3.37

In the hole  
of Cerro.

May 30<sup>th</sup>.

This day morning between 7.00 of the clock  
we weighed and set sail for the east  
& the first wind blowing from a high  
gale, we had very fair soundings from 30  
to 30. 29. 28. 27. 26. 25. 24. 23. 22  
10. & 9 fathoms, then we took in 2 fathoms  
& came to an anchor in 9 fathoms from our  
ground, the innermost fland bearing ESE of  
us, the innermost 8 1/2 S. & the outermost  
fland 8 S. some 2 miles & better for the way

*Lat. 0 20 in gregalia secularum*

we weighed & anchor and came in between  
the innermost fland & the way for wind Sunday  
in you may be bound to wind into 6 fathoms  
& 5 3/4 of the fland & then bore up from  
the fland and you shall have best 4  
fathoms and 1/2. as you were within a  
stone bow of the shore for you may  
run so near & you anchor within a  
cable length of the shore & draw 1/2

Memorandum that the Lat. of Cerro was  
found by 2 several observations is  
29 30. & the 2 days before 21 8. &  
the variation of the compass is 3: 37.  
And as near as I could get it slowly  
E. & W. & the true run is 88. & NW.

Amplitude magnetic — 14 — 15  
Amplitude true — 10 — 30  
variation: Comp. 03 — 37  
Westerly variation

Lat. of  
Cerro

Lat. of  
Cerro

Sunday

Sund

April 1st  
 a. 1633 -  
 Monday.

39. I went to Vryaman by the boat to the merchants in the ships longboats. about 7 of the clerks

40. all 10 of the clerks all night I returned to the ship.

41. all 10 of the clerks in the evening I went to Vryaman by the longboats to report to the people here of the things at Doroo

42. all 12 of the clerks all night I returned to Doroo to the ship.

43. about 9 of the clerks this night Mr. Peade went in the ship to Vryaman by my mate Elmer.

44. this night all midnight they arrived aboard

45. The meridian altitude of the sun was 12. 25, & the declination 12. 01. 30. north  
 making Latitude south. 00. 24. 55.

46. Mr. Peade sent for 10 bayles of goods which were sent ashore in the longboats & my mate Elmer went to Vryaman in the ships pinack, to the merchants &c.

Sunday. 14. my mate Elmer returned from Vryaman in the ships pinack by letters. about 8 of the clerks in the morning of the day for Vryaman again about 10 of the clerks in the afternoon.

April 16<sup>th</sup>  
av. 1632

104  
53  
32  

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269 bags of  
y<sup>y</sup>.

Spit over night by day light was not at all  
any of long boats, & shallops, & of skiffes  
for y<sup>y</sup>. & brought aboard 269 baggs  
of y<sup>y</sup>. viz: In yr longer boats 104.  
in the shallop 53. & in yr skiffe 12.  
have not all yet last night voynd of guests  
w<sup>ch</sup> the wind variable all about yr Company  
towards 7 of the clocke this morninge the wind  
att the 8 a fresh gale w<sup>ch</sup> tyke m<sup>ch</sup>g<sup>th</sup>

April  
16<sup>th</sup>

2

Sun

18<sup>th</sup>

my mate Elmore returned from y<sup>y</sup>  
at man w<sup>ch</sup> letters about 4 of the clocke in  
the morninge, and he had went w<sup>ch</sup>  
him the fore aynt in a shallop &  
departed from the ship about 9 of the  
clocke this same day.

19<sup>th</sup>  
2 bales of goods  
aboard

my mate Elmore returned aboard the ship Dechaune  
w<sup>ch</sup> he had from y<sup>y</sup> about 6 of the  
clocke in the morninge

29

20<sup>th</sup>

my mate Elmore went aynt for y<sup>y</sup>  
in a ship skiffe & departed from the  
ship about 5 of the clocke in the morninge

21<sup>st</sup>

From the same day my mate Gilson departed  
from the ship about 3 a clocke in the afternoon  
in a shipp of y<sup>y</sup> bound for Bantam.

16

23<sup>rd</sup>

Being Easter Day, the frigates boats came  
from y<sup>y</sup> to us to Doru & the same day  
a barge went to y<sup>y</sup> w<sup>ch</sup> 2 bales of  
goods n<sup>o</sup> 2. n<sup>o</sup> 4. G.A. & he had a bale  
of goods aboard

24<sup>th</sup>

about 4 in the afternoon a shallop returned to y<sup>y</sup>

25<sup>th</sup>

the frigates boats came to us to Doru about  
9 in the morninge & about 10 of the clocke  
went to y<sup>y</sup> for her y<sup>y</sup>.



30<sup>th</sup> May 1633  
 29<sup>th</sup> My mate Elmer went in the long boat to visit a man for more wax.

30<sup>th</sup> We saw a faye in the afternoon from the Southward way was Mr Buley in the long boat.

Sunday 12<sup>th</sup> The shipman Jule Dierick came to an anchor by us about 3 of the clock <sup>in the morning</sup>. He gave us some letters at Cuttamingo. & brought about 200 lbs of powder of paper & had no more to say but he was very courteous.

13<sup>th</sup> My mate Elmer returned from the shipman with 90 barrels of wax and the same day the shipman Jule Dierick hauled aboard of us & was received out of her 16 Dutch pipes.

23<sup>rd</sup> From the same day about 2 o'clock in the afternoon Mr Buley wished to go ashore for Cuttamingo to buy her some of wax.

From the same day my mate Elmer went on to the shipman about 4 o'clock afternoon.

16<sup>th</sup> about 6 of the clock <sup>this morning</sup> my mate Elmer returned from the shipman with 145 barrels of wax.

17<sup>th</sup> about one of the clock in the afternoon my mate Elmer went again in the long boat to the shipman & Mr Barlow and his son.

18<sup>th</sup> Saturday  
 The Captain killed a wild hog a shoar hawk had divers tymes before sport in hunting them, but killed none before.

mate May 21<sup>st</sup> / 1633  
D. 11

About 1 of 12 o'clock this morning my mate Elmore returned from Dryaman in 12 Long Boats w<sup>th</sup> 167 Baggas of Dry. 69

from 23<sup>rd</sup>

About 1 of 12 o'clock this afternoon my mate Elmore went to Dryaman for more Dry.

to an 26<sup>th</sup> Sunday

About 7 of 12 o'clock this morning the Pinnace Intelligence and Boats arrived aboard of Ship w<sup>th</sup> letters from Dryaman the sayd Pinnace being there, for that she could get Linnell or no paper at Cuttaimge or at Padam having been at both places the Reason to me unknown. So from the same day I shall go with to Dryaman w<sup>th</sup> a Barge of goods & more.

up 27<sup>th</sup>

I shall returned from Dryaman w<sup>th</sup> 50 Baggas of Dry.

of 28<sup>th</sup>

The Pinnace Intelligence came to T. 10 and came aboard of us & delivered her Linnell of Dry aboard of us w<sup>ch</sup> was about 27 Drum.

and 29<sup>th</sup>

About 1 of 12 o'clock this morning one of 2 merchants named Mr. Barlow Dred & was buried of said day.

in 30<sup>th</sup>

About 4 of 12 o'clock this morning the Pinnace Intelligence got 14 Baggas of Dry at Laureate to take by noon flote.

and 31<sup>st</sup>

my mate Elmore returned from Dryaman w<sup>th</sup> 159 Baggas of Dry having been 2 days on his voyage by reason of winds contrary.

and 32<sup>nd</sup>

my mate Elmore went to Dryaman for Dry.

and 33<sup>rd</sup>

my mate Elmore returned from Dryaman w<sup>th</sup> 160 Baggas of Dry. And went away to Dryaman the same day. This day also the boy Baskett died & was buried.

and 34<sup>th</sup>

and 35<sup>th</sup>

and 36<sup>th</sup>

and 37<sup>th</sup>

Sunday: 4633.  
 This day being Whitun Sunday I shallop out to  
 the Pyraman to hear news of the ship-boats  
 fearing some of the men were hurt by the  
 reason one of the men was salt over the  
 about the last by me they were lost  
 at night: I had 2 swords & 2 halberds  
 away by the flambes of fire in the night:

10<sup>o</sup>: I shallop returned from the Pyraman & there  
 was left 2 men were all well but they were  
 the no good. they being no better to the night

11<sup>o</sup>: I got more news of the Derou & men  
 some woman, who had formerly left 3 or 4  
 on the 1<sup>st</sup>. who had been also left the English  
 some on the 1<sup>st</sup>. they were all surprised in the  
 night by about 200 men, they had some  
 of the men into the mountains: &c.

12<sup>o</sup>: I shallop arrived aboard from the Pyraman  
 and my mate & more of the crew: 17<sup>o</sup> bagges of  
 was weighed & came from Derou Road to a  
 to the right we went out to get the  
 of the flambes & had 3 haljams & a fute  
 the boat at low water & 1/4 hells fowle  
 at 1/2 flood: we came to an anchour about  
 a myle from the west flamb. in the  
 range of 1/2 w from ve. the middle most  
 flamb bearing N 1/2 W, & the south  
 flamb bearing W of us about 1/2 a myle  
 the flamb bearing N 3/4 E of us. & the  
 hills of the Pyraman E of us: we came  
 to an anchour in 1/2 haljams & were rode in  
 7 haljams, & I was most anchour lay in  
 haljams. our anchour lay in the west  
 & the other to the N. E. bearing almost  
 & the wind was to the west with  
 of flamb what was the night, I boates on the

June 14<sup>th</sup> 1633  
 2 longboats went to Nyaman for more of py.  
 This day one of 2 men William Sparks dyed & was buried on the Island etc. (9)  
 Sunday 16<sup>th</sup>  
 2 longboats returned from Nyaman w<sup>th</sup> 155 bagges of py. -  
 21<sup>st</sup>  
 About 6 of the best best rummish & ships w<sup>th</sup> 17 men returned from Bantam myn mile from the west of the main in health only of 2 men killed dyed & was buried at Bantam. the rummish also all 2 marymalls came from Deroo aboard - & returned in the eve of the next day.  
 22<sup>nd</sup>  
 2 Longboats went to Nyaman for py. This day also dyed one John Poole of a fever  
 24<sup>th</sup>  
 2 Longboats returned from Nyaman w<sup>th</sup> 150 bagges of py. This day also one Brode & one Jamie went away to Deroo & stayed there in hope of more py. -  
 Sunday 25<sup>th</sup> 1633  
 One marymall of the last flight from Deroo rode bound for Nyaman & passed 8<sup>th</sup> of the wind at 2<sup>nd</sup>: little wind, not winded about 7 of the clock in the morning & at 10 of the clock it grew rather so we went to an anchor in 1/2 fathoms about 12 of the clock and winded away w<sup>th</sup> the wind at NW. & was w: a fine gale of showers S. & SE. till we had 16 fath and then showed 18: & having brought the ground moll hummocks between the 2 fathomst flands we came betwixt the 2 shoals. & by betwixt Deroo &

of Paganum, that is, within the end of the road  
 the other way in the N. most of the road  
 7 days by about 4 miles out from the other  
 and at length - the small boat was  
 seen from the hill was not far  
 to 2 miles. The road is another  
 road by opposite the N. most of the  
 in that form about 5 miles off  
 way upon it. About 8 of the  
 was raised to an anchor in Paganum  
 2 N. glands & 2 S. glands. The  
 2 on the harbor side & 2 on the  
 side. was had no logs water  
 Japan, 2 of glands bearing on  
 almost of the 3 glands out  
 3 glands out N. W. 1/4. the N. most  
 NW. B. 1/4. the 1/4. the 1/4. the 1/4.  
 the full of change. the 1/4. the 1/4.  
 the 1/4. the 1/4. the 1/4. the 1/4.  
 the 1/4. the 1/4. the 1/4. the 1/4.  
 of that way from us.

29th: was had a storm at 11 AM  
 from 4 in the afternoon till 10 at night  
 was struck on top masts & yards of both  
 & struck under the rods for the  
 full.

July 29th 1633: About 7 of the  
 boats of the Long boat went to Dor.

30th: about 10 of the  
 boats returned again. the 1/4. the 1/4.

July 4<sup>th</sup> 1793  
 5<sup>th</sup> 1793  
 7<sup>th</sup> 1793  
 10<sup>th</sup> 1793  
 12<sup>th</sup> 1793  
 13<sup>th</sup> 1793  
 14<sup>th</sup> 1793  
 15<sup>th</sup> 1793  
 16<sup>th</sup> 1793

3<sup>rd</sup> Bantam Boats went away to Duro

2 Long boats returned from Duro w<sup>th</sup> 127 busses of prey & 15 busses of Lira

1<sup>st</sup> Bantam Boats returned aboard of ship w<sup>th</sup> 50 busses of prey

2<sup>nd</sup> Bantam boats went to Duro. next day this afternoon a storm at top blew away broke 2 single cables, top mast was shot & shrouds broke shot & lost. full a new cable boom was used top middle mast fland before and would have been up to

3<sup>rd</sup> Bantam boats returned from Duro w<sup>th</sup> 54 busses of prey & 6 busses of Lira

4<sup>th</sup> Bantam boats of my self in 2 Long Boats went to Duro for prey

4<sup>th</sup> returned aboard of ship w<sup>th</sup> 137 busses of prey. 1<sup>st</sup> Bantam Boats being sent by me to trade to Paffaman to buy her Lad mize of prey

5<sup>th</sup> Business about 11 of 12 clocks I went w<sup>th</sup> 1<sup>st</sup> Long boats to Duro. - 1<sup>st</sup> day in day I was up to Paffaman under top mast fland, having had some work all day last night & all day. about 2 a clock in afternoon I arrived w<sup>th</sup> 1<sup>st</sup> wind of top shrouds of top 16<sup>th</sup> day in morning I went to Duro.

17 July I returned aboard I ship w<sup>th</sup> 20 tons  
 1633. Boats w<sup>th</sup> 5 longheads of oyle & 4  
 Bayles of goods. The morning after Ed  
 Samuel Lane Bantam boats returned from Paffaman  
 & going dyed in the boat com- to Dorro & from the one to pay away to  
 mint from the I ship, & brought away the Turkey w<sup>th</sup> the  
 shawd.

109. Two w<sup>th</sup> heads & more in boat w<sup>th</sup> 28  
 my mate part of the mast fland, & brought 25: part of  
 Helmer dyed the middle mast fland w<sup>th</sup> by 90° of  
 of the foundis. It is to say the part of the land; the  
 & Danyrell body of the said fland bearing NW  
 Danyrell & the No. 1 fland bearing NW 1/2 N°: &  
 fland of the egg fland bearing SE 1/2 S  
 beyond the in and the is the best and most that is for  
 one ground a ship of goods of the.

209. Christopher Giesen dyed of a fland & 70 to  
 flug of one George Dikkison dyed of  
 a pestilant fland. I was beyond the  
 in a ground on the No. 1 fland of the  
 3 flands of Paffaman.

249. I saw a swarm of bees the biggest  
 of goods of quantity of 200 of our 4 fland  
 they flew about the ship and after a quarter of an hour  
 they alighted under the awning top: & the  
 was about 2 of the clock in the afternoon  
 & they returned till 11 of the clock  
 the next day and they flew all away.

259. I saw 4000 fowls from Paffaman  
 bound for Bantam: into the w<sup>th</sup> part of  
 the land & a good ship in safety: I saw

July 29<sup>th</sup> 1635  
 Having set sail from Pyramon at 10<sup>o</sup> wind  
 at 10<sup>o</sup> the sayle was set. we sayle along out  
 bettween the 2 fourest most Islands having  
 10. 11. & 12 saylons, you may see bounds to some  
 where the (sayle) to full by the bettween the  
 2 Islands about 1/2 a league to the fur of the  
 for first is a saylon rise to the North west  
 so we sayle 36: in 25 saylons of the sea  
 went getting us off we went into 30. 30. &  
 40. 44 saylons: about 1/2 of the clock the sun  
 was come to an dunge in 37 saylons, being  
 about half way & better bettween the Islands  
 of Pyramon & Cuttamingo. At 30<sup>o</sup> we  
 26<sup>th</sup>  
 The morning about 4 of the clock we were  
 at 10<sup>o</sup> sayle with the wind at 10<sup>o</sup>: little wind  
 about 10 of the clock it grew calm so we came  
 to an dunge in a league & half: about  
 one a clock we weighed with the wind southerly  
 and stood into the bay of Cuttamingo till 6 of  
 the clock the dunge and the land to an  
 dunge in 30 saylons: the Island of Cutt-  
 tamingo being 2 leagues of us we were by  
 2 shoales, the one without the outermost Island  
 of Cuttamingo with 2 leagues & beyond from the  
 innermost, & the other a little within the first  
 Island they have nott about 10 fathoms water  
 on the one, but 20 fathoms close by them: the  
 best markes for them is to look well  
 out for they show the ondes in a great  
 green spot as a Rowlinge sea upon them  
 27<sup>th</sup>  
 This morning we weighed and set sail with  
 the wind at 10<sup>o</sup>: a fine gale. and having  
 stand 1/2 an hour we set 30. 30. we came  
 sayle by another shoale, we came with out  
 in the shadow of the 1/2 a mile off the  
 blacke Rowlinge sea: upon it but deep  
 water under it

July 27<sup>th</sup>  
1633

Latitude by  
Observation  
for 00

A shallop had 10. 12. of 30 to 35 fathoms depth  
by int. About 20. of 100 ricks and rams to  
an dunnage it being a ralm, w<sup>ch</sup> is a  
of hauls in 40 fathoms: the blue poynt  
of (Padong) being 8. 9. of us about  
6 miles off: about 12 of 100 ricks and  
w<sup>ch</sup> had 8 feet fathoms w<sup>ch</sup> go wind at  
of floods into 100 fathoms: at 6. 5. a rick  
after noon it being ralm was ralm to an  
anchor in 30 fathoms.

Sunday  
28<sup>th</sup>

In the morning about 4 of the little rick  
of 100 fathoms w<sup>ch</sup> go wind at 8. 9. of  
8. of 8. 9. about 10 of 100 ricks in  
ralm was ralm to an dunnage in 60 fathoms  
w<sup>ch</sup> 2 hauls go on. went to top of  
about 12 of 100 ricks at noon, and w<sup>ch</sup>  
w<sup>ch</sup> go wind at 8. 9. of 8. 9. of 8. 9. of 8. 9. of  
by accident should w<sup>ch</sup> showed it feels as  
all go off so w<sup>ch</sup> very good sea: upon  
it there is 4 fathoms upon it but w<sup>ch</sup>  
2 tables being no ground at 60 fathoms  
not ralm very near it, but to go  
board of it: there is a deep bay w<sup>ch</sup> in  
w<sup>ch</sup> (at) a small island in the bottom of  
that island being like of us of the rick  
of 100 maynt 8. 9. when w<sup>ch</sup> w<sup>ch</sup>  
about 3 in 100 after noon we got about  
the poynt w<sup>ch</sup> is high land of ground  
to be a land as they may well see & note  
that when you come w<sup>ch</sup> 2 leagues of  
the poynt the land to go four wards  
in quite hummocks of not flat as the  
do the nor ward. the poynt is 22 leagues  
from Cerro. about 5 of 100 ricks  
noon was ralm to an shallop in 43 fathoms  
our ground, & so it is along the coast  
Carral banks of w<sup>ch</sup> the great plain  
or head land (as it may be called) w<sup>ch</sup> is

They are called  
the flos of  
Sibila

No farther  
on this coast  
by night

July 29<sup>th</sup> 1633. This morning we weighed & set sail w<sup>th</sup> 26, & 40, salpans a descent for us of 10 sea into 46 salpans & some value was found to an island in 46 salpans bearing Nward of a bay at 10 miles whereof floods a round of hummocky lands by 10 or most of 12 leagues as birds say us by 10 leagues by 10 leagues N<sup>W</sup> of us about 3 leagues off & better.

23. about 12 a clock at noon we weighed & set sail w<sup>th</sup> 10 miles at 10 & floods into 10 leagues about 10 of 10 clocks we came to an island in 29 salpans thwart of a bay at 10 miles whereof floods one island w<sup>th</sup> bore N<sup>W</sup> & B<sup>E</sup> of us about 2 miles off, & 10 outmost land to 10 leagues bore 8:8: B: 8: of us.

30<sup>th</sup>. This morning about 4 of 10 clocks we weighed & set sail w<sup>th</sup> 10 miles at 10: & N<sup>W</sup>: & 10: & 10: away 8:8: about 10 of 10 clocks we came 2 men in 1 shallop from 10 leagues (for 10 salpans went to sea with 10 men being into 10 leagues.) 10 men came from Bantam 3 months since & was bound to 10: about 10 of 10 clocks we came to an island in 40 salpans thwart of a high land, showing gardens & mossy. & thwart of 10 middle of it an island w<sup>th</sup> bore N<sup>W</sup> & B<sup>E</sup>: and an island to 10 leagues of us w<sup>th</sup> bore N<sup>W</sup> & B<sup>E</sup>: about 12 miles off w<sup>th</sup> 10 miles at 10 little wind, & 10 it was much, & after 10 value, so 10 about 10 we came to an island in 37 salpans about 3 leagues from 10. the 10 most land bearing 10: 4 2 leagues in 10 off 10 one bearing 10: & 10 of 10 8:8: we got a very little 10 after noon for 10 island in 10 leagues that bore N<sup>W</sup> & B<sup>E</sup> of us last were bore now but N<sup>W</sup>:

July 30<sup>th</sup>  
at: 1633  
In the night of yr  
bearing by the  
Lamp.

Cut the  
Sight of a

At 12 noon about 2 of the clocks over  
was windings by the winds at N. a  
by the gale: & the wind allowed 8 or 9  
hr: with few of the (Bears) & full by the  
to go forward of the Island of Andrapora  
and about 11 of the clocks it began to rain  
and rained to an drop in 30 fathoms  
about 4 miles from the mayne: the  
fore saye Bears bearing 3: of vs  
miles of the Island of Andrapora  
bearing 8 or 9 of vs and the Island  
by the to go N. wards of the: bearing  
the winds distant one from the other  
most of vs 3 or 4 miles off  
about 12 of the clocks was windings by the  
winds at W. & WNW & the wind  
SE. B. 8: in 3 miles of the mayne  
about 10 at night was rained to an  
drop in 10 fathoms over the ground  
the Island of Andrapora 8 or 9 of

August 1<sup>st</sup>  
at: 1633

Lat: 1. 51

The says hill is  
N. of the road  
of Andrapora.

In the Rude  
of Andrapora  
the mayne

At 12 noon about 4 of the clocks  
was windings of full by the  
wind at N. & the wind  
in for Andrapora: the  
was saw a ship to the foreward of vs  
about 4 miles of vs a strong  
or low pass: at 7 of the clocks  
saw another ship at an drop  
on heads of vs, who we supposed to be  
in the road of Andrapora: was  
the Burmese Hill also was a  
peak hill at the top of a hill of  
on the way top of it: about 4 hrs  
was rained to an drop in 12 fathoms  
ground top Island bearing WNW of vs  
outmost land to go outwards S. W. of a  
round hill on the low land N. E. N.

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Augusty  
10<sup>th</sup> 1833

Lat. 3. 39.

My horse mizant, had belonged to father  
I was bound for Coroo my fall of passenger  
at noon the sugar loaf had over 20 fathoms  
by observation in the latitude of  
38. 31. we had foundings all the afternoon  
20 fathoms. I went about 3 leagues from  
the shore: at 9 of the clock got on the  
tand to an anchor with 20 fathoms  
21 fathoms. we had rayns. & little  
my eye wind at SW. at little. was

Sunday  
11<sup>th</sup>

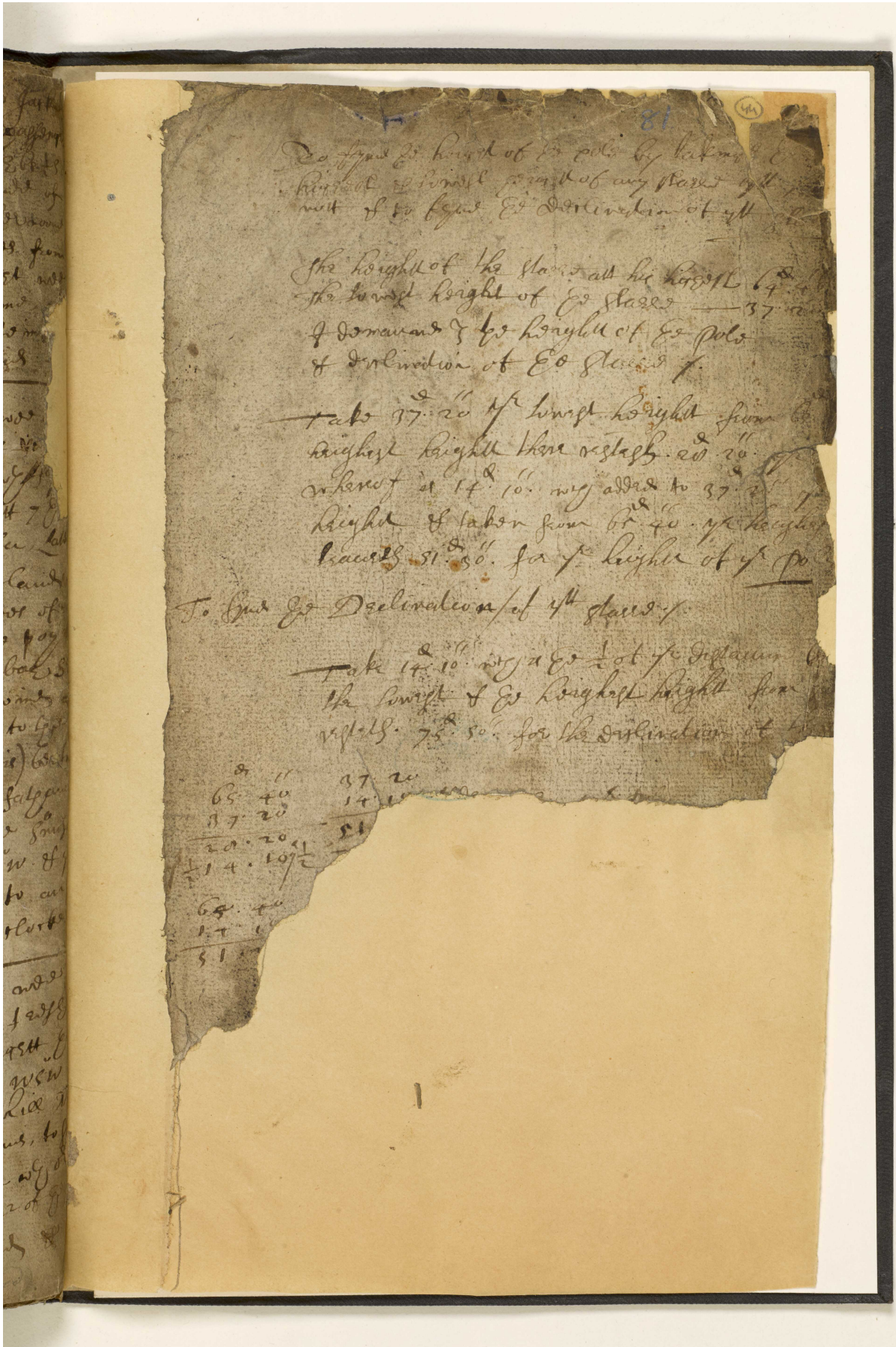
Lat. 3. 51.

This morning about 4 of the clock was  
my eye wind at SW. little wind & it  
continued little wind till noon at  
midnight till noon, General and, at 7  
morning I saw the Islands of Bauvola  
latitude by observation 38. 51. the Islands  
Bauvola bearing <sup>250</sup> of us 3 leagues  
of the sugar loaf had 20 of us. I got  
of the land to go forward of the about  
about 2 hrs afternoon we had 20 winds  
with a fine breeze gale & passed to the  
ward of the Islands of Bauvola (if it)  
the Islands of Bauvola & had 14 fathoms  
all along, then having brought the  
Islands my eye bearing of 2. 55W of  
of the SW. 2 miles of the was came to an  
anchor in 12 fathoms. at 7 of the clock.

12<sup>th</sup>

The 2 points of  
Brower of the  
hand low SW  
10/10

This morning about 5 of the clock  
we had my eye wind at NNE. at 2  
of the clock the tide was brought  
Islands of Bauvola the sugar loaf  
the N. West W. of the sugar loaf  
and came to an anchor in 14 fathoms, to  
for I shall who went to Bauvola  
mizant to speak for my. about 12 of  
clock I returned of the and

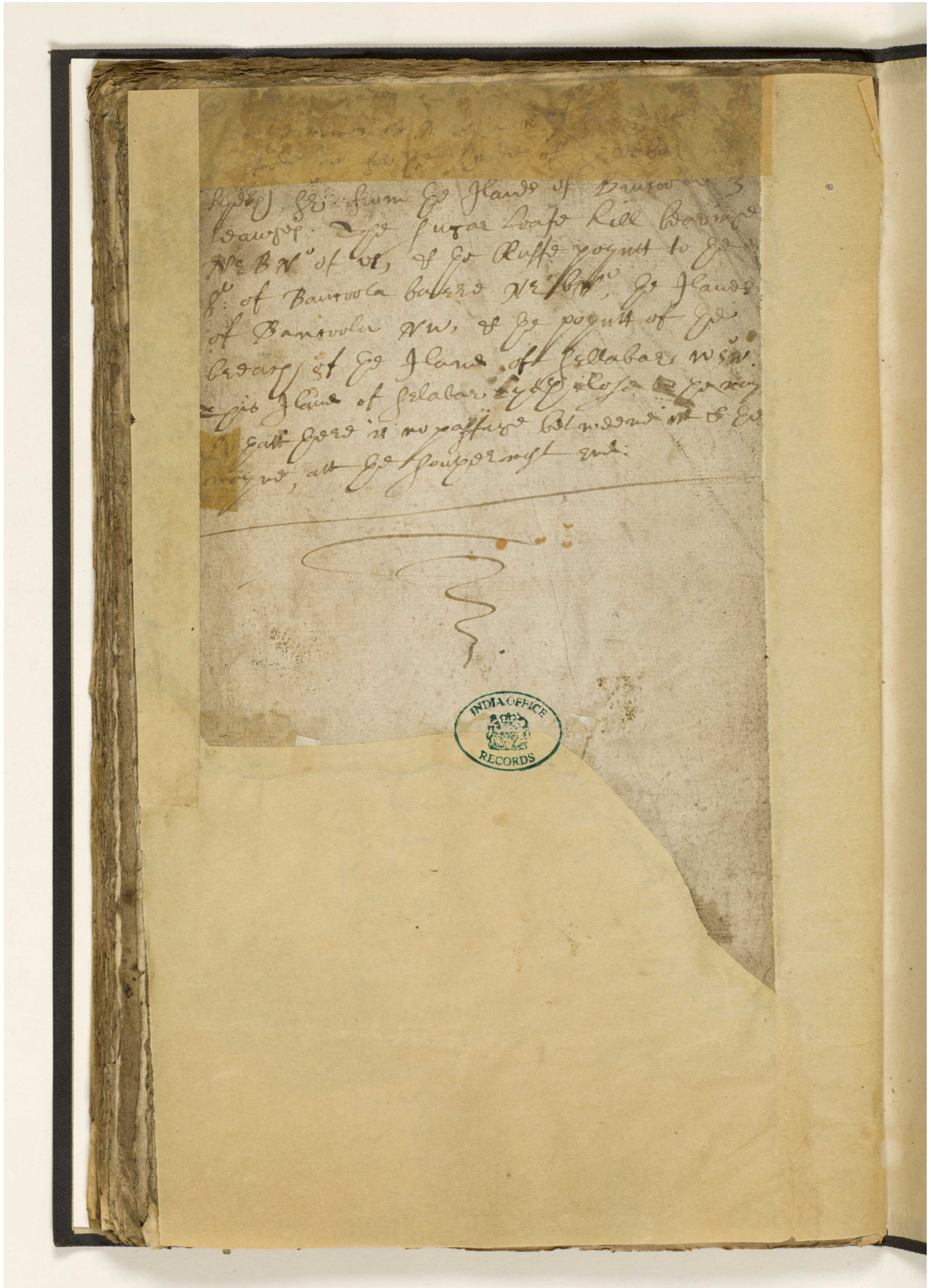


81

To find the height of the pole by taking the  
 height of the sun at any place of the  
 north of the equator & declination of the  
 sun  
 The height of the star at his highest 64  
 the lowest height of the star 37  
 of distance & the height of the pole  
 & declination of the star  
 Take 17.20 of lowest height from  
 highest height there resteth 20.20  
 whereof 14.10 may be added to 37.20  
 height of taken from 64.40 of height  
 remaineth 51.50 for the height of the pole  
 To find the declination of the star  
 Take 14.10 of the distance of  
 the lowest of the highest height from  
 resteth 75.50 for the declination of the  
 sun

64.40	37.20
17.20	14.10
51.50	51.50

يوميات عن السفينة جوناس والسفينة إكستشينج [٤٤ ظ] (٩٤/٩٣)



يوميات عن السفينة جوناس والسفينة إكستشينج [خلفي-داخلي] (٩٤/٩٤)

