

Woodland

1807 Sept 14 H.

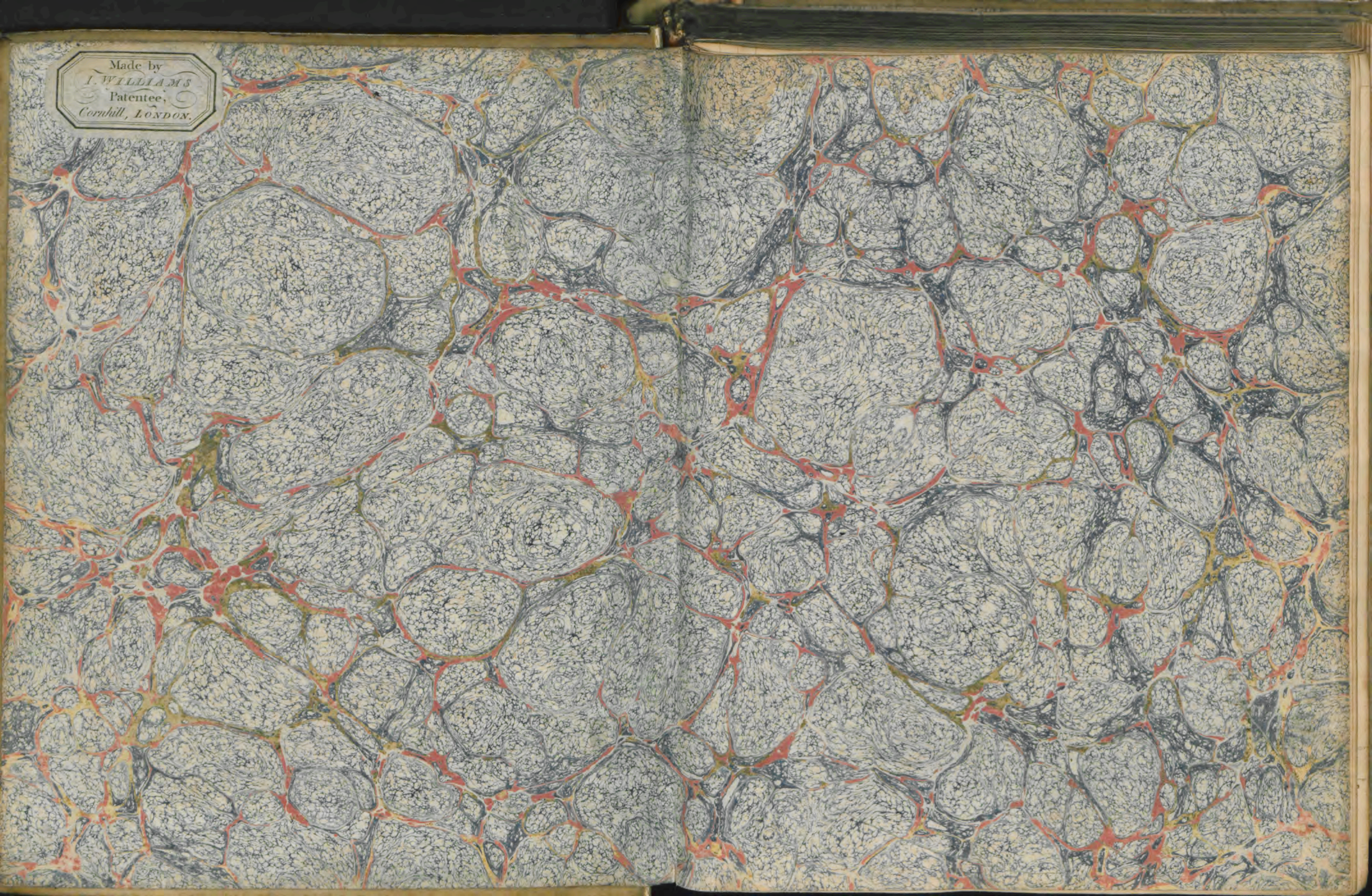
1809 May 30.

Boston

1809 June

1810 June

Made by
J. WILLIAMS
Patentee,
Cornhill, LONDON.



Am

very much

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27474

2/2 V

NET/2/1/2/3/541

Scale of Wind.

- | | | |
|----|-----------------|--|
| 1 | Light air | Or that which will enable a Man of War to Stew. |
| 2 | Light breeze | Or that which will carry a Man of War with all sail set 3 or 4 knots |
| 3 | Gentle breeze | — 2° . . . 2° . . . 2° . . . 4 or 5 — |
| 4 | Moderate breeze | — 2° . . . 2° . . . 2° . . . 5 or 6 — |
| 5 | Fresh breeze | Or that to which whole S. & G. S. Royals, Fly jib, & Mizen may be carried full & by. |
| 6 | Stiff breeze | Or that, when 1 mizen S. & G. S. Sails & Driven would be carried by a wholesome frigate, when fairly pressed in chase by the wind. |
| 7 | Moderick Gale | Or that to which the same ship would carry 2 mizen S. & G. S. |
| 8 | Fresh Gale | Or that when same ship could barely carry Courses & Fiddle reefed S. |
| 9 | Strong Gale | Or that when a well conditioned frigate would beat off a lee shore with reefed Courses, & close reefed 1st & 2nd Sails. |
| 10 | Whole Gale | Or that, in which a Man of War could then no other canvas than Storm stay Sails. |
| 11 | Storm | Or that which would blow away any sail made in the usual way. |
| 12 | Hurricane | — — Hurricane! |

Key to Weather Column.

- | | | |
|---|--------------------|----------------------------|
| b. Blue sky | h. Hazy. | t. Thunder |
| f. Fair | l. Lightning. | w. Watery sky |
| c. clear horizon, distant visible afar. | p. Raping clouds | thr. Thundering appearance |
| cl. Cloudy | r. Rain | |
| da. Damp atmosphere | sr. Small rain | |
| dk. Dark weather | hr. Heavy rain | |
| dr. Drizzling rain | sh. Showery | |
| fg. Fog | sq. Squally | |
| gl. Gloomy dark weather | hsq. Hard Squalls | |
| gr. Greasy | hsh. Heavy Showers | |

Log of U.M.S.S. Woodlark (of 25 Guns & 130 men) Comd. Beaufort Commander

Soundings	H	K	F	Course	Wind	Weather	14 th Sept ^r 1807.	U.M.S.S. Woodlark
	1				N.W. 2	B.C.		At single Anchor. Off Montevideo. The Adm ^t .
	2							(G. Murray) made Sig. ^t to Medusa and Conroy coming
	3							down from watering not to anchor — At 3 ¹ / ₂ The
	4							Adm ^t in the Polyphemus with Africa, Medusa,
	5				N.W. 1			Daphne and several Galleys & schooner weighed
	6	5		E.S. ^o				and stood out to sea with a Conroy of about 60 sail
	7	1	2					of Transports with the remains of the glorious South
	8	1	7					American army. — Sent our English letters to them.
6 ¹ / ₂ 7 ¹ / ₄ Soft.	9	2			N. ^o	2		At 4 ¹ / ₂ finished clearing the broad Spanish schooner
7 ¹ / ₄ 7 ¹ / ₂ — 2 ^o	10	3	7	E.S. ^o				at 5. Weighed with a light air and stood out after
7 ¹ / ₄ 7 ¹ / ₂ — 2 ^o	11	4	9					the Conroy — Hermes A.S. remaining at 7. (Merida
1/8 8 1/8 2 ^o	12	5	2		N.W. 3			and Cherwell also remain to watch the lion) — Made
8 8 Sand	1	4	5	E.S. ^o		4		all sail — At 9 ¹ / ₂ Paped under the Admiral's
8 1/2 — 10 —	2	6	2			5		stem — He desired me to make any of the Conroy
8 1/2 — 10 —	3	6	9					that I paped shortensail for him. — Spoke
8 1/2 — 9 1/2 —	4	6	6					about number of the Conroy —
10 10 1/2 11 11 —	5	4	3		N.W. 4			At midnight Hours. N.W. 4 ¹ / ₂ — Adm ^t & Conroy acted.
11 1/4 12 1/4 13 13 —	6	4	9			B.C.		At daylight an English ship or Sloop? seen — Spoke
13 13 —	7	2	2	N.E. ^t		5		him supping him a straggler — The S ^t . S. Anchmety
1/4 15. Black sand.	8	4	8	E.S. ^o	N.W. 4			permitted he said by Adm ^t to try and catch
1/4 15 — 15. 2 ^o	9	4	5	E.S. ^o		3		the West India Conroy (under Haughty G.D.) — He
15 15 10 fine sand.	10	4	4					sails uncommonly well. — At 7. { Pan de Azucar, 36° W
11 — 11 — 11 1/2 —	11	4		E. ^t				Lost sight of Conroy from W.H.?
13 — 13 —	12	3	5					In future to repair — Morning the 17 th to —
Gravel. Dredged and bits of Shells.								Lost sight of the land.
	7	8						The S ^t . S. Anchmety 4 miles astern.

Var. E.	Course from Horn, Midnight.	Latitude S ^o	Longitude W ^o	(Draft Water.
at 11-38	S ^o 64 E ^t	35° 23. Act ^t	54° 32 Act ^t	Both 7 ¹ / ₂ up. Bar. 30.07
at 12 ¹ / ₂	61	35° 25 Act ^t	54° 19. Chm. N. 53	E. - 18. 4 Thor. 55
				A. 19. 2 Sick 10
				Water 72

H	K	F	Course	Wind	Sea	15 th Sept. 1807	U.S. Woolwich
1	3	2	E ^t	WNW	3	B.C. 13. 13 ^{Midland} ^{Shells}	All sail set about the cables.
2	2	8			2	14 1/4 - 15 1/4 ^{fine sand}	Pitado birds in abundance, and
3	2	3	E ^t N ^o			- 1/4 15 ^{fine sand}	several small albatrosses ashore on the
4	1	8		WNW	1	14 1/2 - 15 - 15 1/4 ^{fine sand}	Water.
5	1	8		NW	2	12 1/2 ^{fine sand & shells}	
6	2	5		NW		12 1/2 15 1/4 ^{fine sand}	At 8 h The S.W. Qu ^{ar} . ^{ter} altered 8'
7	4				3	- 16 -	
8	4	2	E ^t S ^o	NW		- 18 ^{fine sand & shells}	Starting on the great circle
9	6			NW	4		from 35° S. line to 35° S. at C. of G. Hope
10	6	2				Halo at 9 1/2 30 ^{fine sand}	
11	6			NW		11. 37. ^{fine sand}	
12	7					72 ^{fine sand}	
1	6	2				75 ^{fine sand}	
2	4			NW	3		
3	4	4					
4	3						
5	2	5		NW			
6	4	3			3 1/2	B.C.	Nothing in sight
7	6	5		NW	4		
8	6	2	E ^t				
9	6			NW	4 1/2		Shifted the Stud S ^o and hauled the
10	6	8	ESE ^t	N ^o			line and to S. 1/4.
11	6	8					
12	6	9			5		
111 4							All sail set. Nothing in sight but many Pitado birds

Var ^{at} E.	Course	Latitude S.	Longitude W.	
am. obs ^d 11° 0'	S 70° E ^t	36.. 3 Au ^t	52.. 25 Au ^t	Bar. 30.16
allend 11° 1/4	110.	36.. 1 Ob ^s	52.. 12 Qu ^{ar} . Ch ^{ro} .	Ther. 60
			51.. 53 Ch ^{ro} .	Sick 9
			17. 2. = 21. S. of Au ^t	Water 71

H	K	F	Course	Wind	Sea	16 th Sept. 1807	Rio Plata to Cape Good Hope
1	7		ESE	N ^o	5	B.C.	Nothing in sight All sail set.
2	6	9		NW	4 1/2		
3	6	4		NW	4		
4	5			NW	3		In Lome Muddy S.
5	2	5	E ^t N ^o	SE	2	cl.	In Stud S ^o and 1 st up S.
6	1	5					up Mrs.
7	1		NW	SE	1		
8	1	5	NW	E ^t S ^o			
9	1	2	NW	E	2	dk. d.	In Loyal, Stag ^o and flying jib — set Mrs.
10	2	4	S ^o E ^t	1/2	4		
11	3	8			5		In 2 ^d up S. — down jib —
12	3		SE	1			
1	3						
2	2	5		1/4			
3	2	5					
4	2						
5	1	5	SE	2	4	dk. gl.	
6	1	5					
7	1	5					Set jib and drive
8	4				4 1/2		
9	4	4	SE		5		
10	4	4			6		Down jib and drive
11	4						
12	4						
77 5							

Var ^{at} E.	Log Course	Latitude S.	Longitude W.	
allend 11°	S 24° E ^t	36.. 58 Au ^t	51.. 53 Au ^t	Bar. 30.25
	61.	No Ob ^s	51.. 21 Qu ^{ar} . Ch ^{ro} .	Ther. 58
			No Ob ^s —	Sick 11
				Water 70.

H	K	F	Course	Lee	Wind	Wear	Ther	4.17. th Sept. 1807.	J. H. S. Woolrich
1	4		SE 1/2 S	1	ENE 1/2 E	5 1/2	Dk. gl.	Course and 2 nd reefed Top sails set Nothing in sight Smooth Water	
2	4								
3	4	5							
4	4		SE 1/2 E			5			
5	3	5	SE 1/2 E	1/4		4 1/2			
6	3	5							
7	3	2	SE 1/2 E		NE 1/2 E				
8	3	5	SE 1/2 E						
9	3	5	E 1/2 E	1	NE 1/2 E				
10	3					4			
11	3		SE 1/2 E						
12	2	8	E 1/2 E						
1	2	8	E 1/2 S	1/4	NE 1/2 N			Set jib and Top Gallant sails	
2	1	8	E 1/2 E		NE	3			
3	2		SE 1/2 E		NE				
4	2		E 1/2 E		NE 1/2 E				
5	1	5					Dk. gl.		
6	1	6						Set down - Smooth Water.	
7	1	6				2 1/2			
8	1	6	SE 1/2 E		NE 1/2 E				
9	2	1							
10	3	4	E 1/2 E	1	NE 1/2 E	3		Out 2 nd reef —	
11	3	8	E 1/2 E			4 1/2	opening		
12	3	2				4	close		
69.7									Pintado birds in abundance

Vari ⁿ alluv ⁿ	Log course	Latitude S.	Longitude W.	Bar.
11° E	134° E	37. 55. Aug. 15 th	51. 5. Aug.	30.20
69		37. 59 1/2 Oct.	50. 33 Ches. 15 th	58
			50. 26 Ches. —	11
				Water 69.
4 1/2 S. } of Aug. in 2 days. 7 = 5 1/2 E.				

H	K	F	Course	Lee	Wind	Wear	Ther	9. 18. th Sept. 1807.	Rio Plata to Cape.
1	3	8	E 1/2 E	1	NE 1/2 E	4	Bk. h.	Single reefed Top sails and Tonsler Nothing in sight — Smooth Water.	
2	3	5							
3	3	8							
4	4	2	E 1/2 E						
5	3	4							
6	3		E 1/2 S		NE 1/2 W.			In 2 nd reefs.	
7	4	2			3/4				
8	4	5				5			
9	5				1/2				
10	6								
11	7	2			1/4	NE 1/2 E	6	In Gale 1/2 nd and Sparker. down jib — Set 1/2 nd	
12	6								
1	6					5			
2	6								
3	5	6							
4	5	6							
5	5	8				4 1/2	Bk. h.	Set the jib	
6	5	2							
7	5	4							
8	5	5							
9	5	5						Out second reef top sail —	
10	6								
11	6	8				5			
12	7	2				5 1/2			
125									Pintados — and Porpoises

Vari ⁿ E	Log course	Latitude S.	Longitude W.	Bar.
08. 1/2 am	162° E	38. 58. Aug.	48. 45. Aug.	30.13
10. 25.	124	39. 4. Oct.	48. 6. Ches. 15 th	57
10 3/4			48. 9. Ches. —	68
6. 5. 2 of Aug. I shall not call this a mist, a little more heavy could make a squall.				
				11
				9.

H	K	F	Course	Wind	Wear	the	19 September 1807	At Woolwich
1	7	6	E 1/2 S	NNE	5 1/2	Bl.	Single reefed topsail, courses, gall 4 1/2 &c	
2	7	2			6		Nothing in sight a northern swell rising	
3	7						In Gall 1 1/2	
4	6	7			5			
5	5	2			4 1/2	cl.		
6	5		N 6 E				In 2 ^d reef topsail set Gall 4 1/2 + F.T. Stud 1 1/2	
7	4	8					set N.T. Stud 1 1/2 & Driven	
8	6	6	NNE 1 1/2		5	sh.	In F.T. Stud 1 1/2	
9	7	6			5 1/2			
10	7	2				cl.		
11	7	5						
12	7	5						
1	7	5						
2	7	5		N				
3	7	4						
4	7	8			6	Bl.		
5	8	2						
6	8	6	N 6 W			cl. dk.		
7	8	5	N 6 W 1 1/2					
8	8	4	E 1/2 S		6 1/2			
9	9					B.P. dk.		
10	9					v. h.		
11	9							
12	9							
180								

Var. E	Log Course	Latitude S	Longitude W	
Bar Obs. an 9 1/4	168° E	40.. 12 Act.	45.. 8 Act.	Bar. 30.05
allowed 10 1/4	180	40.. 18 Obs.	44.. 32 Chrt. Act.	Ther 57
	6. 1/2 S	} + Act. { current,	44.. 1 Chrt.	Water 66
	31 = 24 E		576° E 26.	Sick 10

H	K	F	Course	Wind	Wear	the	20 Sept. 1807.	R. Plata to Cape Good Hope
1	8	2	E 1/2	N 6 W	6	P. L.		Double reefed Top 1 1/2 & 4 1/2 courses &c.
2	8							set Four Top Stud 1 1/2
3	8							I promised D. that I would carry the ches. & Co. of Hirstan & Beache again to the Cape - shaped my course accordingly.
4	8	2	E 1/2 N					
5	8			N 6 W				
6	7	8				P. 1 1/2		
7	9					7		
8	9							In Gall 1 1/2
9	9	4		N 6 W		drift. h.		In F.T. Stud 1 1/2 and Driven.
10	9	8				7 1/2		
11	9	4				thick fog		
12	9	5						
1	9	4						
2	9	2						
3	9	4				R. 1 1/2		
4	9	4						
5	9							
6	8	5		N 6 W	7	1 R. 1 1/2		
7	7	8				6 1/2		set F.T. 1 1/2 and F.T. Stud 1 1/2
8	8							
9	9							
10	8	8				7		
11	9							
12	8	6		N 6 W		1 R. 1 1/2		
210.4								

Var. E	Log Course	Latitude S	Longitude W	
allowed 8.	187° E	40.. 30 Act.	40.. 32 Act.	Bar. 29.95
	210	39.. 25	39.. 25 { Chrt. {	Ther 57
				Water 65
				Sick 9

H	K	F	Cause	Wind	Wear	thee	21 st September 1807	NMS Woolwich
1	8	4	E 3/4 N.	W. W.	7	R. f. 5	D. reefed S. - Canvas T. P. Stud T. & M. S. 11. 41. 2 9 11. 5	
2	8	2					Water smooth, many birds	
3	9	..						
4	8	6						
5	8	..						
6	8	..				cl.	Set job and drive	
7	8	2						
8	8	2				B. h. f.		
9	8	5						
10	8	8	M. 1.	6				
11	9	2		6 1/2				
12	9	2						
1	9	4						
2	9	8						
3	9	4						
4	9	2						
5	9	8				cl. h		
6	9	8						
7	9	8	M. 1.	6				
8	9	..						
9	8	5						
10	8	6				P. L.	Out all reef, loose all sails to dry	
11	9	..				B. h		
12	8	8						
Whole Top 1. 4 1/2 up - 9 1/2 T. P. Stud T. & M. S. 11. 41. 2 9 11. 5								
Many Pilitados cut								

Variation	Log Cause	Latitude	Longitude	Bar.
E		S°	W.	
By my hand	N 85 1/2 E. 1/2	40. 14	Aut. 19.	Bar. 30.0
am apimeth	210.	40. 20	Obs. 19.	Ther. 57
4. 9.			34. 11	Water 64
Comp. X. 2.				Sink - 4.
allows	6. 1. 5. } of Acc. in 2 days { cannot			
4.	39 = 30 E. 1/2			

H	K	F	Cause	Wind	Wear	thee	22 nd September 1807.	Rio Plata to Cape
1	8	7	E 3/4 N.	N. W. 1/2 S.	6	B. h.	Whole S. 1/2 up - 9 1/2 T. P. Stud T. & M. S. 11. 41. 2 9 11. 5	
2	8	8					Water very smooth	
3	9	..					In Bay sails	
4	9	..						
5	9	..						
6	9	..						
7	8	8				B. P. h.	In 1 st and 2 nd reef and reefed T. P. Stud T. & M. S. 11. 41. 2 9 11. 5	
8	9	2					Several large boobies about the ship - saw none before. -	
9	9	5	E 1/2 N.	6 1/2				
10	9	2						
11	10	..		N. W.				
12	10	5						
1	10	..						
2	9	8						
3	10	..						
4	10	..						
5	9	5				cl. h		
6	9	5						
7	9	..						
8	9	4					Small much risen	
9	10	..						
10	9	6				cl. h.	In drive + T. P. Stud T. & M. S. 11. 41. 2 9 11. 5	
11	8	..						
12	8	6				7		
224 1/2 in x log.								
221								
Obtained, S. 1/2 Canvas, 1st + M. S. 11. 41. 2 9 11. 5								

Variation	Log Cause	Latitude	Longitude	Bar.
E		S°	W.	
P. M. Obs?	N 83. E 1/2	39. 53	Aut. 19.	Bar. 29.92
3 1/4.	221.	39. 56 1/3	Obs. 19.	Ther. 58
Comp. Diff. 2.			29. 23	Ch. 1/2
allows 1. 1/4 from 1/4			28. 50	Ch. 1/2
2. 1/2 from 0				Water 63
Ship generally to	4. 1. 5. } of Acc. in 2 days { cannot			Sink 3.
be used of course	33 = 25 E. 1/2			

H	K	F	Course	Wind	Wear then	Sept. 23 ^d 1807	Mrs. Woodlark
1	8	2	E 1/2 N	NW	7 cl. h. hr.	Double reefed top. 9 courses. Set + m. T. NW 1/2 E.	
2	9	5					
3	10						
4	10	4					
5	10	2				Down N. NW 1/2 E. and jib - Preventer braces for staff	
6	9	8				Many boobies about the ship	
7	9	4					
8	9	2				Set m. S. NW 1/2 E. -	
9	9	5					
10	9	8					
11	9	5					
12	10						
1	9	6					
2	10						
3	9	8		NW			
4	9	8		7 1/2		Down N. NW 1/2 E.	
5	9	8		cl. h.		In Mizen top sail - Kept away in a puff.	
6	9	6	E 1/2 S				
7	9	5	E 1/2 N				
8	9	2		NW			
9	9	8					
10	9	8		8 P.		Best storm stay sails -	
11	9	8					
12	9	8		cl. h. hr.			
232	3					Great number of Pintados and the small white smaller ringed bird.	
229							

Variation	Log Course	Latitude S.	Longitude W.	
Bar. 29.72	E 8 1/2 N	39. 23 Aut.	26. 15 Aut.	Bar. 29.72
Bar. 29.58	229.	39. 29 1/2 Ob.	23. 56 Ches. "Aut."	Bar. 29.58
Water 62			23. 47. Ches. "	Water 62
Sick 4.				Sick 4.
	6 1/2 S. } of Aut.	{ Current 10 miles.		
	9 = 7. E. }			

H	K	F	Course	Wind	Wear then	Sept. 24 th 1807	Rio Plata to Cape Good Hope.
1	9	4	E 1/2 N	NW 1/2 E	8 cl. h. hr.	Double reefed S. and Toppers. - Every symptom of approaching gale. Sea rising rapidly, weather gloomy and entirely changing - 'Send flying different ways, Baron. falling for several days & today it's actually blowing fresh - up Coasts at 1 and reefed them - Closed up the Top. 4. - Down Gaff, 4 1/2. and masts at 2. Made sail again under reefed T. sail, closed up T. m. S. and N. NW 1/2 E. - (5) The wind driving off again Down N. NW 1/2 E. - Backed m. S. -	
2	8		E 1/2	8 1/2 B. h. hr.			
3	8	4		NW 1/2 E 1/2	8 1/2 B. h. hr.		
4	8	4		8 1/2 B. h. hr.			
5	8	2		NW 1/2 E 1/2	8 1/2 B. h. hr.		
6	7	8					
7	7	4					
8	6						
9	3	4	E 1/2 E	W 1/2 S	6 1/2	At (8) dipping rain ensued to a storm of heavy deeps which lulled the wind and brought it suddenly round to W. - Cleared away Set m. S. + m. S. NW 1/2 E. - While following the wind rolling most heavily - It surprised me that the ship should roll more deeply now than in July off the river Plata - For the center of gravity is at least a foot lower now than it was then - Low dark blue sea - no nothing on it but rollers and 10 tons of water. From W. side to W. side. 10 seconds.	
10	7	5					
11	7						
12	7						
1	6	4			5	(3) Oct 2 m. S. Set m. S. and jib -	
2	5	2				A jumping cross swell	
3	4	6				up T. m. 4 + 4. 4	
4	5				4	Oct m. S. Set 4 1/2 S. and 1/2 S. + 1/2 S. 4	
5	5						
6	5						
7	4	5					
8	5			NW			
9	4		E 1/2	NW	3		
10	2	8					
11	2	4			2		
12	2	6			1 1/2	Going now by the rule than the wind.	
144	6						

Variation W.	Log Course	Latitude S.	Longitude W.	
Bar. 29.83	188. E 1/2	39. 35. Aut.	23. 9 Aut.	Bar. 29.83
Bar. 29.53	143.	39. 28 Ob.	20. 41. Ches. "Aut."	Bar. 29.53
Water 61			20. 21 Ches. "	Water 61
Sick 5.				Sick 5.
	7' N. } of Aut.			
	20 = 15 E. }			

H	K	F	Course	Wind	Wear	Ther	Sept. 25 th 1807	Miss Woodrigh
1	1	-	E ^t	SE ^t	1	B.C.	Upbourses in P ^t S ^t down stay sails — main S ^t	
2	1	2					split with flapping — But the best the S ^t & Fore sail	
3	1	2						
4	1	.			0			
5	1	.					In 1 st and 2 ^d up S ^t	
6	-	5				Dark W ^t		
7	-	5						
8	-	5					T.S ^t too — But another — ship rolling most	
9	-	3					uneasily	
10	1	2	E ^t N ^t	M ^t	1	P.	Set 7 ^t Gale 4 th in P.S. S ^t	
11	2	8			2			
12	3	6			4		Set 1 st	
1	4	6						
2	5	.						
3	5	2		huv	5		Comp ^t	
4	6	"						
5	7	2		W ^t	6			
6	8	"						
7	8	"			6 $\frac{1}{2}$		Set M ^t S ^t and 7 ^t S ^t — up Gaff	
8	5	.	E ^t	W ^t S ^t				
	4	"						
9	9	4						
10	4	6	E ^t N ^t	W ^t S ^t			Set 1 st	
	4	8						
11	9	5						
12	8	5					Out 2 ^d up	
							Numbers of Petlados and boobies about —	
							with a heavy WSW ^t gale	
104								

Bar. at P.M.	Log Course	Latitude S.	Longitude W.	Bar.
5.0	N. 76° E ^t	39.3 Aut	20.59 Aut	29.93
July 30 am	103	38.57 $\frac{1}{4}$ Oct ^t	18.12 Chro. Yut ^t	52.5
5.34			18.22 Chro ^t	Water 60
all over				Lick 4
7.				

H	K	F	Course	Wind	Wear	Ther	Sept. 26 th 1807		Ship
1	7	8	E ^t N ^t	SW ^t W ^t 6		B.P.C	Made all sail — Considerable WSW ^t gale		
2	8	2							
3	9	6		SW ^t					
4	9	8							
5	9						In M ^t S ^t W ^t S ^t 2 ^d		
6	8								
7	7		E ^t N ^t		5		Carried away the winging boom by a lurch		
8	6	4							
9	6	4							
10	5	8		SW ^t	4 $\frac{1}{2}$				
11	4								
12	3				2				
1	2	4							
2	1	6			1	cl.			
3	1	8							
4	2	2		WSW ^t	2	Okcl.			
5	3								
6	3	8		W ^t S ^t	4 $\frac{1}{2}$		Shifted the Studding Sails		
7	5			W ^t	3 $\frac{1}{2}$				
8	5	4	E ^t N ^t				Out all up		
9	5	6		W ^t N ^t	3				
10	3				1 $\frac{1}{2}$				
11	3	5		W ^t S ^t	2				
12	2		E ^t N ^t	W ^t S ^t	3		All sail set — Many boobies flying close		
	1	4	E ^t	W ^t S ^t			round the ship, but many more setting sail inside		
	12	5					of her — Petadors also — Small abated.		

Bar. at P.M.	Log Course	Latitude S.	Longitude W.	Bar.
5.0	N. 71° E ^t	38.17 Acc ^t	18.29 Acc ^t	30.05
July 31 am	124	38.13 $\frac{1}{2}$ Oct ^t	15.52 Chro. Yut ^t	52
5.34			15.52 Chro ^t	Water 59
all over				Lick 4
7.				

H	K	F	Course	Wind	Wear	ther	27 th Sept 1807.	M. S. Woolrich
1	4		E ^h	NNW ^h	2	9. d.k.	All sail set	
2	4							
3	4	8		W ^h				
4	4	8		W ^h E ^h			In Mast Vail	
5	5	5	E ^h N ^h		3			
6	5	5					In Logals May S ^h and 1 st w ^h Topails	
7	4	5	E ^h N ^h E ^h	N ^h				
8	4	5			3 1/2		In 2 nd w ^h	
9	5	2		N ^h W ^h				
10	6	5			4		In 2 nd w ^h	
11	6	8						
12	7	2		N ^h W ^h	5		Up the sail and drive not caring to go more than 7 knots for fear that Frigate de Cuba might be laid down by some of the Pictorial Chart makers as 13 1/2 - or for fear that my Chron. N ^o 53 (which date I am not yet well acquainted with having only seen but lost it a fortnight ago by Capt. Bonin) should be decided me. - At 1 set M ^h S ^h -	
1	5	8					At day break (5) set 2 nd w ^h drive to.	
2	5	4						
3	6	3			4 1/2			
4	6							
5	6	6			5			
6	7	6	E ^h		5 1/2			
7	8	5			6		In Gale S ^h	
8	8	8	E ^h S ^h		6 1/2		Read the articles of war -	
9	9	6						
10	10							
11	9	5						
12	9	5						
157							Saw Inacupilla I. about 20 th afternoon 8 th E ^h	

Variation	Log Course	Latitude	Longitude	
W.		S.	W.	
Bar. 29.81	N 72° E ^h	37. 26. Aut.	15. 26 Aut.	
9.44		No obs.	12. 49. Chs. Aut.	Ther. 57
all round	152	37. 26.5 By bearings of Inacupilla Island.	12. 40 Chs.	Water 58 1/2
10.				Sick. 5
I came on N ^o 53's longitude to Cape and held at anchor it from there island. - The temperature has been so equal since we left Rio Plata that I hope to be able to make a better guess at their Long. this time				

H	K	F	Course	Wind	Wear	ther	28 th September 1807. - Rio Plata to Cape.
1	9	4	E ^h S ^h	NNW ^h	6 1/2	Sk. d.	Boat used S ^h course ab. + drive running in for the Islands of S. da Cunha. - At 2. 20. Papes the South P. of Inacupilla I. N. 9. E ^h 6 or 7' up the w ^h
2	9	4					and drive and started to leeward of Nightingale I.
3	9	5	SE E ^h S ^h		8	Sk. d.	Smart squalls from Inac. I. - 3 1/2 Papes Night. I.
4	8		ESE ^h		6 1/2		Boat with assistance of running down to Diego
5	4	5	SE E ^h				Alouas. in order to ascertain the X ^h from there S ^h
6	8	6			7	W. Ther.	At 4 1/2 however it began to blow with a strong backing
7	9	8					apparent, the sea suddenly rose the ship rolling
8	10	6			8		visibly, and the weather gloomy and foggy, I dis-
9	10						mounted and hauled up again ESE ^h - Recped
10	10						the course and hauled Nige S ^h
11	9	2	E ^h S ^h	NNW ^h			
12	9				7 1/2		
1	9	3					
2	9	5					
3	9	2					
4	9		E ^h	NW ^h	7	R.	
5	9						
6	8	6			6 1/2		Set jib and M ^h S ^h
7	8	3					
8	7	8					
9	7	6					
10	7	8					
11	7	6	E ^h N ^h	NNW ^h	6	cl. fog	Out 2 nd w ^h set jib drive + May S ^h - set G ^h S ^h
12	8						
212							

Var. all round	Log Course	Latitude	Longitude	
W.		S.	W.	
Bar. 29.8	E 1° S ^h	37. 30 Aut.	11. 8 Aut.	
13.	205	8. 22 Chs. Aut.		Ther. 58
				Sick 5
				Water 58

H	K	F	Course	Wind	Wear ther	29 th Sept 1807	MSS Woolwich
1	8	5	Eb N.	NW 1/2 W 1/2	6	Fog.	All sail set Small abated very much
2	8	"	E.	NW 1/2			
3	7	4			5	h.c.	
4	6	5					
5	6	6			4 1/2		In 1 st reef Top sails
6	6	6				P.h.	
7	6	4					
8	6	6					
9	6	8				cl. l.	Mick Kelly died - he was one of the warm climate supermen - and has in fact been kept alive by the series of cold weather he has had these 3 months - Abuse is his curse
10	6	8			5		
11	7						
12	6	4					
1	6	2				l.	
2	7					Fog. l.	
3	7	4					
4	3	6	E 1/2 S.	NW 1/2			No birds whatever today - Nor have we seen any Pintados since quitting the island - This I consider a strong confirmation of an opinion I had expressed that they had followed the ship from America - 1 st in full in with some of them till near that of the 2 nd last time I heard this once not having approached America he saw none - 3 rd they abandoned us the moment this island presented better prospects to them.
5	6	5					Buried the above deceased Seaman
6	7	4	E 1/2 S.				
7	8	2					
8	8	8					
9	9	6			5 1/2	l. d. fog	
10	9	6					
11	9	6					
12	9	8					
180 - 2 1/2 = 177 1/2							All sail set except 1 reef 3 rd Small Water

Variation W	Log Course	Latitude S.	Longitude W	Bar.
allowed 16.	N 77. E 179'	36. 50 { aut. from 27.	7. 29 aut. 4. 43 aut. from 27.	29.98 This 57 Water 57 Sick 4.

H	K	F	Course	Wind	Wear ther	30 th Sept. 1806	Rio Plata to Cape G. Lopez
1	9	8	E 1/2 S.	NW 1/2 S 1/2			Single reefed top sails, all other sail set
2	4	8	ESE 1/2 E				
3	9	4					
4	9	4				cl	
5	8	6					
6	8	5					
7	7	8					
8	8	4					
9	9	5					
10	9	6		NW 1/2			In flying jib & small stay 1 st - In lower stud 1 st
11	9	8	ESE 1/2				
12	9	8					
1	9	8					
2	9	6					
3	9	6					
4	9	6					
5	9	4					
6	9				5 1/2		
7	9	2					
8	9	4					
9	9	4		NW 1/2			
10	9	6	SE 1/2 E 1/2				Out reefs. set 1 st Stud 1 st Lower Stud 1 st &c.
11	9	6					
12	9			NW			
223							All sail set - Water very smooth - No birds

Variation W	Log Course	Latitude S.	Longitude W	Bar.
allowed 19 1/2	S 88. E 1/2 219'	36. 58 { aut. from the 27 th	2. 55. aut. 0. 9. Ches. 27.	30.05 This 57.5 Water 58 Sick 4.

H	K	F	Course	Wind	Wear	the	4. 1 st October 1807	M. S. Woodrich
1	8	4	SE E E E	NW 3/4	d. l.		All sail set, nothing in sight	
2	8	8					Carried away 1 st mast hauly block - in sail	
3	9							
4	9							
5	9							
6	8	6					In 4 th mast ^l and 1 st reef B ^l	
7	8	2						
8	8	2		NW ^l				
9	8	4						
10	8	6						
11	8	6						
12	8	2						
1	8	8						
2	8	8	ESE ^l	N th				
3	8	6		NW ^l				
4	8	4						
5	8		SE E E E ^l NW 5	d. l.			Out masts 1 st and 2 nd Gal ^l -	
6	8							
7	8							
8	8	4						
9	8							
10	7	8						
11	7	8						
12	8						All sail set - No birds now but I saw two or three pinelados yesterday evening -	
201.6							Water very smooth with a long low NW swell.	
2	6							
199.								

Variation	Log Course	Latitude	Longitude	
W.		S°	E.	
Comp. Am. 21.4 P. 9.	182 1/2 E ^l	37. 29	Acc. 4. 4. 1/2	Bar. 30.08
as 21.15	199.	37. 30 1/2	Obs. 3. 59	Ther. 57.5
allow 20°			4. 23	Water 55
Comp. Am. again				Sick. 3.
	24 = 19 miles Eastward of Acc. in 4 days during which we have traversed 812 miles			

H	K	F	Course	Wind	Wear	the	7. 2 ^d October 1807	Rio Plata to Cape Good Hope
1	7		SE E E E ^l	NW 1/4	4 1/2	d. l.	All sail set - Nothing in sight	
2	8	6	ESE ^l		5		Very smooth water.	
3	8	6						
4	7	2		N°	4 1/2		In mudding sail except J. S. Mast ^l	
5	7							
6	6	5			4		In 1 st masts B ^l	
7	7	8			4 1/2			
8	7	2	SE E E E ^l	NW 1/4				
9	7	8		NW E ^l				
10	7	5						
11	7	8	ESE ^l	NW E ^l				
12	7	2						
1	6							
2	6	4						
3	6	2						
4	6	4						
5	6	2						
6	6	8				d. l.		
7	6	8					In masts	
8	7						Out all masts.	
9	4		SE E E E ^l	NW 1/4				
10	8	4	ESE ^l					
11	8	2		N°	5			
12	8	5			P. c.		In masts NW ^l and flying jib.	
175.3								
173.								

Variation	Log Course	Latitude	Longitude	
W.		S°	E.	
3 as Am. 23. 27.	188 3/4 E ^l	37. 35	Acc. 4. 51. 1/2	Bar. 29.96
Comp. Am.	173	37. 36 3/4	Obs. 8. 1	Ther. 58.
allow 22 1/4			8. 18. Cho. (Hor. bad).	Water 54
	17 = 14 miles E ^l of Acc. - N.B. Short glass about half a second too short the first 20 hours which will make a 2 ^d of 6 miles - Current therefore East. 8 miles -			
				Sick. 4.

H	K	F	Course	Wind	Sea	thru	3 ^d October 1807		W. Woodruff
1	8		ESE	N ^o 5	P. c		All Plain sail set & 7 th Mad W ^l		
2	8	4	ESE	NW ^l			Wisely Smell.		
3	8	2					Set Down & 7 th Mad W ^l		
4	7	6			4 th	P. h			
5	7						In 1 st reef.		
6	7								
7	5	8		NW ^l					
8	4	5			3 th				
9	4	2							
10	5	2		NW ^l			The small white bird flying round as in flocks.		
11	5	5							
12	5	4							
1	5	8							
2	5	6							
3	5	6							
4	5	8		NW ^l					
5	5	8							
6	5	6							
7	5	4		NW ^l			Out reef.		
8	5	4	E ^l						
9	5								
10	5								
11	4	6		NW ^l	3		Sail getting up from the Westward		
12	4	6		N ^l					
141							Birds of various species		
140									

Var. W	Log Course	Latitude S ^o	Longitude E	
24 1/2	N 75 ^o E ^l	37. 0 Aut.	7. 40 Aut.	Bar 29.98
140		36. 55 1/2 Obs ^l	11. 7 Ches ^o	Thur 59
			11. 0 Ches ^o	Sat 4
				Water 52.
4 1/2 N ^o 2 of aut. (cont.) N 51 W 7 5/8 N ^o 7'				

H	K	F	Course	Wind	Sea	thru	4 th October 1807. - Rio Plata to Cape G. Hope	
1	4	4	E ^l N ^o	NW ^l	3	Foggy.	All sail set - Long western smel - Noth ^l in sight	
2	3	6			2 1/2			
3	3		E ^l E ^l	N ^l			Shifted the Mad W ^l going to haul the wind on the St ^o quarter - In the act the wind took us aback from the SE ^l - In Mad W ^l made sail full & by	
4	3			NW ^l				
5	5	5	E 1/2 N ^o	1/4	4			
6	6	5	E ^l N ^o	SE ^l	5	5 ^o	In 1 st and 2 ^d reef	
7	7							
8	7						In tacks and flying jib and stay sail -	
9	7	4	E 1/2 N ^o	SE ^l	6			
10	8	6	East.				In 3 ^d & 4 th reef - In 3 ^d reef -	
11	9			SE ^l	6 1/2		Close reefed Mizen S ^l	
12	8							
1	8	5						
2	9				7			
3	7	5			7 1/2		In 3 ^d and 4 th reef F.B ^l 3 ^d reef M.B ^l	
4	8						In Mizen S ^l	
5	7				8	R. fog	Up main sail. Set miz ^l & miz ^l stay S ^l	
6	5	4						
7	5	8			7 1/2		Reefed the M ^l sail -	
8	5	6	E 1/2 N ^o					
9	5	8						
10	5	8			7		Set M ^l sail - Close reefed the M.B ^l	
11	5	4					Set miz ^l S ^l and jib	
12	5	6			6 1/2			
152							Sound bird - some Noth ^l fairy's chicks -	
151								

Variation W.	Log Course	Latitude S ^o	Longitude E	
23 1/2	N 57 E ^l	35. 34 Aut.	10. 16 Aut.	Bar 29.95
	150	35. 32 Obs ^l	13. 36 Ches ^o & 1 st	Thur 55.5
				Sat 6
				Water 51.

H	K	F	Course	Lea way	Wind	Wear the	Day	Month	Year	Ship
1	4	5	E 1/4 N.	1	SE	5 1/2	Oct	1807	1807	U.S. Woolwich
2	4	5	E 1/2 N.		SE 1/2	5				Used M ⁴ . ² for sail, Closeuped F ⁴ W ⁴ Top sails
3	5	4	E 1/4 N.		SE 1/2					Set Mij ² B ² and jib — Out 4 ² + 3 ² reef Set ^{up} F ⁴ W ⁴ + Driv
4	5	8								
5	6	4	E 1/2 N.							
6	7			1/2	5 1/2					Used the Four sail
7	7									In F ⁴ W ⁴ — and Driv
8	7	4	E ⁴		6 1/2					
9	6	8								
10	7				5 1/2					Set F ⁴ W ⁴
11	6	8								
12	6	2								
1	5	5		1						
2	4	8								
3	5	2								Set Driv
4	4	8								
5	5	2	E 1/2 N.		SE 1/2	B.P.C.				Out 2 ² reef
6	6	2	E 1/2 N.							
7	5	6				k.				
8	5	4								In 4 ² Tail —
9	6	6	SE 1/2 E	3/4	SE 1/2	6				In 2 ² reef. Dried small sails —
10	5	5								
11	6	2	E 1/2 E		SE ⁴					
12	5	8								A high southerly sea.
141										

Variat. W.	Log	Course	Latitude S.	Longitude E.	Bar
am agm ² 26 1/2	N 49 1/2 E ⁴	34.2. Aut.	12.24 Aut.		Bar 29.92
all round St. Comp ² 25	139.	33.54 Obs ²	15.44 Chas ² 3.		Ther 59.5
	8 N. of aut.		15.20 Chas ²		Sick 5
	24 = 20 H. in 2 days = 10. on day				Water 50

H	K	F	Course	Lea way	Wind	Wear the	Day	Month	Year	Ship
1	4	6	E 1/2 N.	1	SE 1/2	6	Oct	1807	1807	U.S. Woolwich
2	4	4	E 1/2 N.							Out reef of the founser — D ⁴ reefed B. jib + Driv set.
3	4	6								a labour some head sea.
4	5	2			6 1/2					In flying jib boom
5	5	4								
6	5		E ⁴		SE 1/2					In Driv jib and 3 ² reef B. down 9 ² yards
7	4	2		1 1/2						
8	3	6	E 1/2 S.		SE 1/2					
9	3	8	E 1/2 E	2	S.					
10	3	2				cl.				
11	3									
12	2	8								
1	2	4	E 1/2 S.		SE 1/2					
2	1	6		3						
3	2	6		2						
4	3									
5	3	6								
6	3	6				B.C.				
7	3	8								Set Driv and jib.
8	4					cl. h.				
9	4		E 1/2 S.		Wore					
10	4		SW	1 1/2						
11	4	4	SW 1/2 S.							
12	4	5				P.L.				A short heavy southerly swell —
91.3										

Variat. W.	Log	Course	Latitude S.	Longitude E.	Bar
am agm ² 28 1/2	N 50 E ⁴	33.12 Aut.	13.24 Aut.		Bar 29.82
all round 29 1/2	66	33.24 Obs ²	16.20 Chas ² 4.		Ther 60
			16.28 Chas ²		Sick 5
					Water 49

H.K.F.	Cause	Wind	Sea	Ther	8 th October 1807.	M.W. Woodcock
1 4 ..	SW 1/2	1 1/2	SW	6	P.h.	Little used Topsails, Courses, jib and main
2 3 5						Awagly head sea, nothing else in sight.
3 2 4	SW 1/2	2		5 1/2		Out 3 rd mfs.
4 2 4						
5 3 ..	SW		SE	5		up Galt yards
6 3 4		1 1/2				
7 3 8	SW 1/2		SE 1/2	5 1/2		
8 3 6				5		Set Gal ^{ty} sail
9 3 8	SW 1/4		SE		B.C.	
10 3 8	SW 1/2		SE 1/2			
11 3 8	SW 1/2					
12 3 6						
1 3 5				4 1/2	d.	
2 3 4						
3 3 5						
4 3 5	SW		NE			
5 3 2				4	De. cl	
6 3 2	SW 1/2					
7 3 8	SW 1/2					Out 2 nd mfs
8 3 6						
9 3 ..	SE 1/2					Panicked S ^r Joseph (Super?)
10 3 ..	SE 1/2		SW			for drunkenness on his post (certy Mitty)
11 3 ..	SE 1/2					Litt too dozen —
12 3 ..	SE 1/2	1	SW 1/2	3 1/2		Out all mfs. set May 1 st & T.S. 1/2
81			SW 1/2			Pitching deeply in a short nasty sea

Var. P.h.	Log Course	Latitude S ^o	Longitude E ^o	
adiff. 26 ^o	114 ^o W ^o	34 ^o 17' act	13 ^o 9' act	Bar. 29.78
alland	54 ^o	34 ^o 27' obs ^o	16 ^o 13' Chro. Yut ^o	Thur 63
27 ^o	10 ^o S ^o		16 ^o 10' Chro ^o	Sick 5
	3 = 2 1/2 W ^o } of lat.			Water 48.

H.K.F.	Cause	Wind	Sea	Ther	4 th October 1807	Rio Plata to Cape.
1 4 5	SE 1/2 E ^o	SW 1/2		4	B. foggy	Whole B ^o & Y ^o & — Pitching deeply
2 5 5						
3 5 5						
4 6 2				4 1/2		
5 5 2						
6 5 8						In 1 st and 2 nd mfs B ^o and T.S. 1/2
7 5 4						
8 5 8					P.	
9 6 5	E 1/2 S ^o	S ^o				up M ^o & down May sails
10 6 5				5		up T.S ^o
11 6 ..						
12 6 ..						the fathoms.
1 4 8						
2 5 4	E 1/2 S ^o					A sharp sail papiy to leeward E 1/2 N ^o at four.
3 6 2						
4 6 ..						
5 5 8	E ^o	SW 1/2			Fog	120 fms
6 6 6						
7 7 ..						Out 2 nd mfs —
8 7 5	E 3/4 N ^o	SW 1/2				
9 5 5	E ^o			3		
10 4 2	E 1/2 S ^o	SW 1/2		1		Strange skewed English colour. Saw land SW 1/2
11 5 6	E 1/2 S ^o			3		70 fms
12 3 ..	E ^o	SW 1/2		1		
13 6 5						Set the cutter to examine him — The sailed from
						McVicks Sept. 1 st at 1 st alarm saw nothing since —

Var. P.h.	Log Course	Latitude S ^o	Longitude E ^o	At Noon	
Obs. ind. 26 ^o	N 74 E ^o	33 ^o 50' — act	15 ^o 44' act	from McVicks.	Bar. 29.85
26 ^o	134 ^o	33 ^o 26 ^o obs ^o	18 ^o 45' from Yut ^o Chro ^o		Thur.
alland	23 ^o N ^o		18 ^o 23' Chro ^o by assumed		Sick 5
27 1/2	22 ^o = 18 ^o W ^o } of flow.		date from McVicks = 56 ^o 0' W ^o		Water 47.
			17 ^o 34' by latitude & bearing of the		
			a most provoking current, as I had made sure of following N ^o Peak of Table Land S 25 ^o E ^o by comp.		
			is from the current being too S ^o the last two days.		

H	H	K	F	Coun	Wind	Wear ther	9 th October 1807	J. M. Woolwich
1	1	8	8	E 1/2 S	SE 1/4	1	B. h.	All sail full & by —
2	2	—	—	H. S. W.	Calm	0		At 2 pm. 100 fms. out.
3	3	2	2	SE 1/4	SW 1/4	1		Set Studding S. 4
4	4	2	2	SE 1/4	SW 1/4	1		
5	5	3	3	SE 1/4 E	SW 1/4	1 1/2		
6	6	3	3	SE 1/4	SW 1/4	1		In Mad Sails and 1 st reef S.
7	7	2	5		SE 1/4	1		In Sails 89 fms. out.
8	8	2	4	SW 1/4	SE 1/4	1		Head sail
9	9	2	2	SW 1/4	SE 1/4	1		
10	10	—	—		Calm	0		
11	11	1	2	SW 1/4	SE 1/4	1		
12	12	1	5					
1	1	1	1					
2	2	—	6					
3	3	1	1	SW 1/4	SE 1/4			
4	4	1	2	SW 1/4	SE 1/4			
5	5	1	6	SW 1/4	SE 1/4			
6	6	2	2					
7	7	1	5	SE 1/4	E 1/4			
8	8	2	2		SE 1/4			
9	9	2	2	SE 1/4	SE 1/4	2 1/2		
10	10	4	4		SE 1/4	1 1/2		
11	11	3	8		SE 1/4	1		
12	12	3	3		SE 1/4	1		

Beavers at Noor

Lion's Ramp $\sqrt{22^{\circ} 24'}$ by Comp!
4. leagues.

H	K	F	Course	Wind	Sea	Time	Notes
1	2		SE ⁴	NW ⁴	1	B.L.	10 th Oct 1807 To Cape G. Hope
2	1	8	SE ⁴ E ¹	W ⁴			All sail set a light breeze
3	2		SE ⁴ E ¹				air rising all round—
4	1		SE ⁴ E ¹				1 1/4 pm - 50 fms off Cape and Sand.
5			SE ⁴ E ¹				2 3/4 - 42 Rocks & Oage.
6	1	5	SE ⁴ E ¹				3 1/4 - 38 - Oage & Sand
7	1	5	SE ⁴ E ¹				my name Rob ^t . S.
8	2	5	SE ⁴ E ¹				Shard on R ^t .
9	3		SE ⁴ E ¹				to a ship in the bay.
10			SE ⁴ E ¹				the crew? Camel.
11			SE ⁴ E ¹				
12			SE ⁴ E ¹				
1			SE ⁴ E ¹				
2			SE ⁴ E ¹				
3			SE ⁴ E ¹				
4			SE ⁴ E ¹				
5			SE ⁴ E ¹				
6			SE ⁴ E ¹				
7			SE ⁴ E ¹				
8			SE ⁴ E ¹				
9			SE ⁴ E ¹				
10			SE ⁴ E ¹				
11			SE ⁴ E ¹				
12			SE ⁴ E ¹				
1			SE ⁴ E ¹				
2			SE ⁴ E ¹				
3			SE ⁴ E ¹				
4			SE ⁴ E ¹				
5			SE ⁴ E ¹				
6			SE ⁴ E ¹				
7			SE ⁴ E ¹				
8			SE ⁴ E ¹				
9			SE ⁴ E ¹				
10			SE ⁴ E ¹				
11			SE ⁴ E ¹				
12			SE ⁴ E ¹				
1			SE ⁴ E ¹				
2			SE ⁴ E ¹				
3			SE ⁴ E ¹				
4			SE ⁴ E ¹				
5			SE ⁴ E ¹				
6			SE ⁴ E ¹				
7			SE ⁴ E ¹				
8			SE ⁴ E ¹				
9			SE ⁴ E ¹				
10			SE ⁴ E ¹				
11			SE ⁴ E ¹				
12			SE ⁴ E ¹				
1			SE ⁴ E ¹				
2			SE ⁴ E ¹				
3			SE ⁴ E ¹				
4			SE ⁴ E ¹				
5			SE ⁴ E ¹				
6			SE ⁴ E ¹				
7			SE ⁴ E ¹				
8			SE ⁴ E ¹				
9			SE ⁴ E ¹				
10			SE ⁴ E ¹				
11			SE ⁴ E ¹				
12			SE ⁴ E ¹				
1			SE ⁴ E ¹				
2			SE ⁴ E ¹				
3			SE ⁴ E ¹				
4			SE ⁴ E ¹				
5			SE ⁴ E ¹				
6			SE ⁴ E ¹				
7			SE ⁴ E ¹				
8			SE ⁴ E ¹				
9			SE ⁴ E ¹				

3831'
from Mata Vides

H H		October	Wind	HMS Woolwich Table Bay . 1807
1	1	Sunday 11	SE 4	Came in HMS St Albans with 3 Indians
2	2			
3	3	Monday 12	SE 4	Loosed sail about them - struck 9 AM or dusk
4	4			Topmasts and yards down, sent the Store Gun Boat
5	5			
6	6	Tuesday 13	SE 2	Clearing the provisions, sending them on shore in
7	7			the Dockyard Launches with our men, and bringing
8	8			them on shore with a party of men under a Lieut.
9	9	Friday 14	W 5	Clearing the Provisions - St Albans & Corroby sailed.
10	10	Satur. 15	SE 2	Discharging provisions - stowing a picket.
11	11			
12	12	Sunday 16	SE 8	D. D. Greyhound and an Ind. M ^t came in from Simon's bay.
1	1			
2	2	Satur. 17	SE	Wind gale & clear - setting up Casks for Sand ballast.
3	3			
4	4	Sunday 18	SE	Wind gale and heavy rain - In the night the Walling
5	5		SE	parted and drove out of the bay - Excursion heavy
6	6			Squalls - 10 am an American Brig. brig in a fog under
7	7			full down with 3 anchors, chased on the reef off Chevoine
8	8			but soon floated and ran to leeward of the Table Head
9	9			I think I never saw heavier squalls in my life. The sea
10	10			now up in spray like the gulls at Gibraltar
11	11			at noon the moon moderate & fair -
12	12			
		Monday 19	1 st calm	Heavy Gale still. The Walling who had brought up a
				little on this side of Robt. I. parted again & went to
				sea - at 5 pm. moderating - Am Calm & clear
		Tuesday 20	calm	Discharging the Provisions - and taking in Deep
			W 4	ordnance for ballast

October 1807		Wind	HMS Woolwich Table Bay.
8	21	MM 2 1/4	Clearing the ship of the Provisions, and taking Gun
			te. for ballast - Cormorant and the schooner Video
			corroby came in -
4	22	W 4	D. D. D.
2	23	W 4	Greyhound and Corroby of Ind. M ^t and transports sailed
			took up the Sm Boat and laid it tender out -
			The Cormorant sailed for Simon's bay - sent bread to her.
2	24	W 4	Clearing the ship and filling Casks with Sand ballast
0	25	NMM 6	D. D. - An uneasy day & fresh breeze - Wind by Gen
			inform. of Wms Anson - Rain -
0	26	MM 4	Finished Rob. Clayton with 12 Casks for provision
8	27	W 4	Unwind 35 Casks of Cornstarch in fore the Magazine, and
			addressed to L ^d Castlereagh
8	28	W 4	Discharged the last of the Flour.
4	29		Watering and ballasting -
0	30	W 4	D. D. D.
2	31	W 4	D. D. D. Fiddled the Topmasts
November			
0	1	SE 7	Deck of the Cheque mustered the Crew

H	K	F	Course	Wind	Wear	the	13 th November 1807.	St. H. Woolwich
1	4	8	W	SW	4	B.P.	Convoys company. Paper Paper 1st 4	
2	6						about the cables	
3	3	5	5					
4	4	5	4				Tied a small sail	
5	5	6	2					
6	6	7			5 1/2		In 1 st and 2 nd - and set 1st 4	
7	7	6	5		6		In 1st 4	
8	8	6	5					
9	9	6	8					
10	10	7	2					
11	11	7	2					
12	12	6	8				Convoys Co. set the 1st 4	
1	1	7						
2	2	7	4					
3	3	7	2					
4	4	7						
5	5	7	5			B.P.		
6	6	7	8		6 1/2	sk.		
7	7	7	4					
8	8	7	4					
9	9	7	4					
10	10	7	4		7		The two trips and looking for the worst sailors of the Convoys. Down the 1st 4	
11	11	7	2				will now aft but still heavy.	
12	12	7					Up fore sail. No birds	
13	13	7	4					
164								

Var. N	Log Course	Latitude S.	Longitude E.	
26° W.	N 54° W	31. 57. Act	15. 22. Act	Bar. 29.88
	164'	31. 33 3/4 Obs.	15. 13 Chro.	Ther 63
				Sick 2
				Water 68
24' N.	of acct.	25'		
9' 7.5 W.				

H	K	F	Course	Wind	Wear	the	14 th November 1807.	Cape to St. Helena
1	7	6	N. W.	SW	7	sk.	30 th used S. - Convoys in company.	
2	6	4					Landed the S. on the cap	
3	6	4				B.L.		
4	6	4						
5	6	4						
6	6	6					Yard & the wind to close the Convoys In 3 rd up -	
7	5						Bouef	
8	7	2					Hoisted the top sails - heeled aft 7th - and	
9	7	4					son after heeled it up again	
10	7	2						
11	6	8				16 1/2	Convoys in company	
12	6	8						
1	6	2						
2	6							
3	6							
4	6							
5	7							
6	7	2						
7	7							
8	6	6				10	One alt hope	
9	7							
10	7	6					Landed the top sails on the cap.	
11	6	8						
12	6	6					Left well. Convoys info - 3 bells used S. on cap	
160								

Var. N	Log Course	Latit. S.	Long. E.	
allend	N 46 1/2 W.	29. 43 Act.	13. 7. Act.	Bar. 30.06
24°	160'	29. 22 Obs.	12. 58. Chro. 1/2.	Ther 62
			12. 26 Chro.	Sick 3
21' N.	of acct.	35'		
32' 27.5 W.				Water 67 1/2

H	K	F	Cause	Wind	Wca thu	15 th November 1807	
1	6		N.M. ^t	S.	6 1/2 B.p.L	Conroy in company.	
2	6	3				Noised the top sails.	
3	6	6					
4	6	6				Set the Fore sail	
5	6	4					
6	6	4		SE ^h	6	up Fousail	
7	6	6					
8	6	4				Lowered M.B. ^c Brand by F. & Mij. ^c B.	
9	6	4					
10	6	5					
11	6	6				Filled 2 ^o .	
12	7						
1	7	2			6 1/2		
2	7	4					
3	7	5			cl.		
4	7	5				Noised the M.B. ^c	
5	7						
6	7						
7	7	5	M.W.N.				
8	7	4					
9	7				6		
10	6	5			B.p.L		
11	6	4					
12	6					Along rolling southerly swell.	
162						Thru 3 th used B ^c - Conroy in company	

Var. W. ^t	Log foun	Latitude S. ^o	Longitude E.	
allow	N. 49 ^o W.	27. 36 aut.	10. 49 aut.	Bar. 29.95
23 1/2	162.	27. 25 1/2 06?	10. 8 East Chro.	Ther. 64
10 1/2 N.	} aut. { cannot	} N 61. 1/2 W	9. 47 Chro.	like 3
21 = 18 1/2 N.			21.	Water 67

H	K	F	Cause	Wind	Wca thu	16 th November 1807 - From Cape to S. Helena	
1	6		M.W.N.	SE ^h	6 B.p.L	Thru 3 th used Top sails - Conroy in company.	
2	6	2					
3	6	3					
4	6	4					
5	6	2				Orig will cap set Fousail & M.D.W. ^c	
6	6	8					
7	7	6	N.M.W. S.				
8	7	6				Set M. 2 ^o 1/2	
9	7	2		SW ^h			
10	7	6		10		In M. 2 ^o 1/2	
11	7	7					
12	7	2		SE ^h		Set M. 2 ^o 1/2	
1	7	2					
2	6	6			5		
3	6	6					
4	6	6					
5	5	5			4	Oked.	
6	5						
7	5						
8	3	3			3	Made the Agent's sig. ^c to hail, - desired him to go to the fores and desired him to set his logal and let the reef out of his F.B. ^c - which M.Wood protested himself with signifying by his bustin - Made his sig. ^c again to hail, and indulged M.Wood with a wig - Set F.G. ^c & Sib.	
9	2	6					
10	1	6	M.W.N.				
11	2	5	N.W.	SW ^h			
12	5	5			4	Made Surkington's sig. ^c to exercise Guns - Examined over and find West cast ^r . from S. swell arm.	
14	7		N.W.W. SW ^h				

Var. W. ^t	Log foun	Latitude S. ^o	Longitude E.	
allow	N 50 ^o W	25. 57 aut.	8. 43. Acc ^t	Bar. 29.84
23	147	25. 48 1/2 06.	7. 41. East Chro.	Ther. 68
Obs. P.M.			7. 42 Chro.	like 3
24				Water 66 1/2

H	K	F	Course	Wind	Sea then	17 th November 1807		MS Woodrich
1	1	7	2	WbW	SW	5	12.	Convey in company - Single reefed S. 45° 27' E
2	2	6	5					In 45° up 75°
3	3	5	4					
4	4	7						
5	5	6	5					In 2 nd reef
6	6	6	5					
7	7	5	5					
8	8	4	8		4 1/2			Set 75°
9	9	6						Set 45°
10	10	5	6					
11	11	6						
12	12	6	1					
1	1	5	5		4			
2	2	5		WbW	So			
3	3	5	5	WbW	SE			
4	4	5	5					
5	5	4	2		3			
6	6	3			2			up m st sail. Out 2 nd reef.
7	7	2						
8	8	2						
9	9	1	2		1			
10	10	1	4					Wind camest. Towed little or none
11	11	3			So			
12	12	3	6		2 1/2			In 45° Convey in company
115.								Single reefed S. 75°

Var. W.	Log Course	Latitude S.	Longitude E.	
Phanp. 22.43	N. 45° W	24. 28 ac.	7. 14 Act.	Bar. 29.94
and 24.	114	24. 27 Ob.	6. 13 Geo. Cho.	Ther 66
				Sick 2
				Water 66

H	K	F	Course	Wind	Sea then	18 th November 1807.		Cape to S. Helena
1	3	5	Am N.	SW	3	cl.		Single reefed S. 75°
2	3	4						
3	4							Set 45°
4	4	4				B. L.		
5	4	8						In 45°
6	4	8						In 2 nd reef exposed the lazy main topmen
7	4	5		So				Set 45°
8	5				3 1/2			
9	5							
10	5							
11	4	8						
12	5	4						
1	5	6						
2	6				4			
3	6	2						
4	6	2						
5	6							
6	6	5						In 45°
7	6	8						
8	6	6						
9	7				4 1/2			Set m st 45°
10	5	5		SE	4			Mustered clothes preparatory to the northern latitudes.
11	5	4						
12	4	4			3 1/2			
127.								

Var. W.	Log Course	Latitude S.	Longitude E.	
06 th P.M. 22.30	N 58° W	23. 19 ac.	5. 17. ac.	Bar. 29.98
and 24.	127.	23. 10 Ob.	4. 16 Cho. 16"	Ther. 67
			4. 3 Cho.	Sick 2
				Water 65.

9' N. of ac.
 11' N. in 2 days
 = 5.5 12 days = 5. 1/2 days
 Current N 29° W 10.

H	K	F	Course	Wind	Wear	Ther	7 19 th November 1807	Alm. Woodrich
1	4	4	W.N.W.	S.E.	3/4	cl	2 nd reefed S ^t and Fore sail and M ^g S ^t .	Concozi Company
2	2	5						
3	3	5						
4	4	5				B.C.		
5	5	5						
6	6	4						
7	7	4						
8	8	5	N.W.	S.E.			I thought the wind would heave to the E ^t in the night and the Concozi making the S ^t .	
9	9	4						
10	10	5						
11	11	5						
12	12	6			4			
1	1	6				cl.		
2	2	6						
3	3	6						
4	4	6					In M ^g S ^t and Tail	
5	5	5						
6	6	5						
7	7	5					Out 2 nd and 1 st reefs —	
8	8	5						
9	9	4						
10	10	4						
11	11	5						
12	12	5						
128								

Variat ⁿ W.	Log Course	Latitude S ^o	Longitude E	
Obs ^d P.M. 21 1/2 ^o	92 43 ^o W ^t	21.. 38 Act ⁿ	3.. 44 Act ⁿ	Bar ^o 29.98
allard 22 ^o	126 ^o	21.. 42 3/4 Obs ^d	2.. 30 Ches ^t East ⁿ	Ther 67
			2.. 18 Ches ^t	Sick 3
			2.. 10 Ches ^t of the S ^t of the S ^t of the S ^t	Water 64.
NB The glass right East ⁿ but this morning 1/8 too low, which will be in the last error shown in Log.				

H	K	F	Course	Wind	Wear	Ther	20 th November 1807	From Capetown to St Helena.
1	5		N.W.	S.E.	4	B.C.	Concozi Company — Whole S ^t and Tail	
2	5						a curved mill.	
3	4	8						
4	4	8						
5	4	6						
6	5	4						
7	5	4		S.E.			In 1 st reef top sails.	
8	5	4						
9	4	6		S.E.S.				
10	5					cl.		
11	6							
12	5	8						
1	6	2						
2	5	8						
3	5	6						
4	5	7						
5	5					Ok. cl.		
6	5	2						
7	5							
8	5	4					Up Tail let M ^g Tail	
9	5	2					The St Helena hoop firing at a target out of 240 shot they put in 29 at 45 yards distance	
10	5							
11	4	8						
12	4	8			3/2	cl		
126							Concozi Company — Concozi mill.	

Variat ⁿ W.	Log Course	Latitude S ^o	Longitude E	
Obs ^d P.M. 21 1/2 ^o	N 44 N ^t	20.. 12 Act ⁿ	2.. 10 Act ⁿ	Bar. 30.02
allard 22 ^o	126 ^o	20.. 12 3/4 Obs ^d	0.. 44 East ⁿ Ches ^t	Ther 69
				Sick - 0.
				Water 63.

E.	H	K	F	Course	Wind	Sea	ther	h. 21 st November 1807		St. N. S. Woolwich
1	5			N. N. W.	SSE ⁴	3 1/2	cl.	Convey in Comp. ⁴ - Single mufed S. & M. G. S.		
2	2	5								
3	3	5								
4	4	5								
5	5	5	2							
6	6	5	2							
7	7	4	8					In 2 ^d mufes Set H. ^c		
8	8	5	2					Up H. ^c		
9	9	5	5			4				
10	10	5	5							
11	11	5	5							
12	12	6	2							
1	1	5	8							
2	2	5	8							
3	3	5	4					Set H. ^c		
4	4	5	2					Ok cl.		
5	5	5	5							
6	6	5	5							
7	7	5	6							
8	8	6	-			4 1/2		Out 2 ^d mufes In M. G. Tail		
9	9	6	8							
10	10	7	.							
11	11	7	.							
12	12	6	3				P.			
135				Single mufed S. & M. G. Tail Convey in Comp. Left Mill.						

Var ⁿ W.	Log Course	Latitude S.	Longitude	
all round	N 43° W.	18.. 34' aut.	0.. 32 E. aut.	Bar 29.99
20 1/2	135	18.. 43' Obs.	0.. 54 W. Chis. 19 th	Ther. 69
		9' S. of aut.	1.. 2 W. Chis.	Sick 1
		8 1/2' of aut. in 2 days		Water 62 1/2
		= 4' aut. Dec. (amut. S. West. truly.)		

H	K	F	Course	Wind	Sea	Ther	22 ^d November 1807. Cape to S. Helena
1	5	8	N.M.	SE. 1/2 W. P.			Single muffs and 75 ^c - Convey in Company.
2	5	4					Smooth Water.
3	5						
4	4	6					
5	4	8					
6	5						
7	5	3					In 2 muffs set m ^g tail
8	5	4					
9	6						
10	5	8					
11	5	2	1	SE ⁴			
12	5						
1	5	5					
2	5	4					
3	5	4					
4	5	2					Not astern negligently.
5	5	8					Set m ^g tail. 75 ^c - Doyle - 75 ^c - 75 ^c
6	6	4					
7	7						
8	6	9					
9	5	8					
10	5	8					
11	5	8					
12	6						
134			Performed divine service In 2 muffs & 75 ^c Convey in comp. a black trade with smooth water				

Var ⁿ W.	Log Course	Latitude S.	Longitude W.	
all round	N 41 1/2 W.	17. 21' aut.	1.. 1' aut.	Bar. 29.96
19	134	17.. 7 1/2 Obs.	2.. 35 aut. Chis.	Ther. 70
		5' S.	2.. 48 Chis.	Sick 1
		13' = 12' W. } of aut.	Cumut. } N.W. 13 miles.	Water 62

Var. allround	Log course	Latitude S. ^o	Longitude W. ^t	Shelton Bar 1/2 Chs.
W 19 1/2 ^o	N 61.° N. 138'	15. 59 1/2 06. ^t 16. 0 1/2 Acc. ^t	3. 27. Acc. ^t 5. 14. 1/2 Chs. ^o 4. 56 Chs. ^o	113. N. Bar 29. 95 11 Acc. ^t Mar 70 Sicks 1 Water 61
18. E. of Acc. ^t this appears extraordinary but Sea Discom- to turn of error in the log —				

November Wind West. Stass Woodrick — Helena — 1807

cl. Struck the T. and M. T.M.⁴ took off the Starboard
Ribs of T. and M.⁴ Masts, and received two pieces
of elm from the Agincourt to make new ones
— Capt Hill took me and my company under his
orders

cl. n. Watering — Pambasid Sagae for two, sold? prob. but.

at the top of the I.M.⁴⁴ and beat the sails to

d. L. Ready for Sea.

cl. _____

cl.

c. ————— Calking.

cl. 1 _____ a report passed the island

cl. 1/2 Put Ship's Comp. " on Loan Deck

cl. _____

N.C. P.M. Hammond to carry the Governor & some ladies round the island in the morning — The morning however brought the Salsette Capt^d Datharst into the road with Lord & Lady W. Bentinck whilst upon our place of operations — Attended his Lordship to the shore

cl. Supplied the Salsette with the D. Bourn + and cable
th. L. H. & his lady visited the Agincourt and St. M. Stanish
and returned to the Salsette. — Made sig. for building

d.s. Salsette sailed at 7 pm. Hoisted Blue Peter am.

H K F Course Wind Nat. J. H. S. Woolrich, From 1st Helena to Englan^d Dec^r 8. 1850²

Capt^d Nathurst having brought intelligence that no Indians need be expected here before the (October) fleet is ready, and there being therefore no occasion for Agincourt to wait any longer he ordered her (to go) to sea —

(1) Made sig.^c to remove —

Qu. Sig. ² to mix

Weighted in comp. with Agincourt, the same
corony that I brought here and the Star Whaler,
at 7. Don up in Commodore Wake.

Expected the Commodore's sig. ^g to make more
sail &c. — Yards and spoke two or three
of the rear oars and them to set PETSTS to land
logals &c. —

Four sail + single masted 8¹ against NW. 4

Latitude S.^o

Plains
St Helena

15. 37. 50 obs.

Bar P.² SE $\frac{3}{4}$ E¹. Bar. 29.90

S. J. F. N E $\frac{1}{4}$ E Mer. 70

W. Extr. $\int \frac{3}{4} E^L$ Side 3

Water 74

H	K	F	Course	Wind	Wear	ther	4 Dec. 9. 1807	J. M. S. Woodrich
1	5		hbmw	SE	4	B.C.	Single reefed S.	
2	5	7					At 1/4 Out reef made all sail to close with the Commodore - Shortened sail to the S.	
3	6		hbmw				At 3 I went on board and dined with him In 1. 1/2 hrs.	
4	4	5					Loaded the Gun	
5	4	8	hbmw				Long sight of S. Helena. 20 lbs.	
6	5	2					Gen. Sig. to close	
7	5		hbmw 3/4					
8	5	5						
9	5	2						
10	5							
11	5	2	hbmw 1/2					
12	4	8					Commodore hbmw 2' - Convey info.	
1	4	4						
2	4	4						
3	4	6	hbmw 3/4				Backed & filled my S. over.	
4	4	4				B.C.		
5	4	5						
6	4	5						
7	4	5				cl.		
8	4	6						
9	4	9						
10	4	6						
11	4	3						
12	5					C.B.	Set H. 1. 1/2 4 Logels & Stay S.	
							Agincourt hbmw 4' - Convey in Comp.	

Varial ⁿ W.	Log Course	Latitude S.	Longitude W.	
0.7. 2. 18/4	N. 40. W.	14. 0. 4. 0. 1/2	7. 19	Bar 29. 90
all over S. 20/4.	116'	14. 9 au.		Ther. 73
	9. N. of au.			Water 74
				Sick. 2.

H	K	F	Course	Wind	Wear	ther	4 December 10. 1807	S. Helena to England
1	6	4	hbmw	SE	4	B.C.	Set all plain sail & Stay sails to close Commodore	
2	6	3						
3	6	2	hbmw 1/2				Short. Sail Picked up the Commodore who did me the honour of eating my broth, kept ahead of Agincourt	
4	5	4	hbmw					
5	5	4						
6	5	2	hbmw 3/4			cl.	Brought to the Commodore returned home - At 7 Down in our station ahead of the Convey. Set Four sail	
7	2	6						
8	3	5	hbmw					
9	5	4	hbmw 3/4					
10	5	8						
11	6	2					Up Four sail.	
12	5	8	hbmw				Agincourt NW. N. 1. Convey in Comp.	
1	5	4						
2	5							
3	4	8						
4	5							
5	5	9				Ok. cl.	Backed my S. over.	
6	5	7						
7	5	9	hbmw				Our signal to look out Mt. - To keep in that bearing from Com. who was ahead 4' would have permitted me to have got but a little distance from him for some hours - started round the point to hbmw to widen first our distance - & made all sail -	
8	5	5	hbmw				At 9 while shifting the stand W. to alter course Commod. made our sig. to turn Mt. and at 11 to alter course a point to Starboard	
9	6							
10	7	2	NW. N.					
11	7	5	hbmw 1/2					
12	8	2	hbmw			5.		
							Agincourt NESE 10 miles. Convey info. Nothing close in sight.	

Varial ⁿ W.	Log Course	Latitude S.	Longitude W.	
all over 20.	N 45. 1/2	12. 28 au.	8. 53 au.	Bar. 29. 85
		12. 24 Ob.		Ther. 76
				Water 73
				Sick. 2

H K F		Course	Wind	Wear	9 December 11 th 1807.		Edw. Woodrich	
1	1	7	8	N 1/4 W	SE	5	cl.	All sail set looking out
2	2	8	.	N 1/4 W				Recalled - Shortened sail. Brought to and dined with Com.
3	3	4	5	N	SE			
4	4	3	6	N 1/4 W				7/8 of Boat Rans in out at 12 under 3 single masted B.
5	5	5	2					
6	6	5	5					
7	7	2	.	N 1/4 W				
8	8	5	.	N 1/4 W				Genl. Sig. to close
9	9	5	2					
10	10	5	.					
11	11	5	2					
12	12	5	.					
1	1	5	.					Against NW 2. Convoys in C.
2	2	4	.					
3	3	4	8					
4	4	4	6					
5	5	4	4					
6	6	4	.					
7	7	4	.					
8	8	4	2					Set Four sail
9	9	4	4					
10	10	5	5					
11	11	5	6					
12	12	5	8					
119								Commod. RAN 2. Convoys in C. comp ^d Single masted B. and 7 th - Against com. B. G. 4 th log. 4 th & 11 th 1807. Commod. kept a point north of the line would go 3/4 knot faster and would make a better landfall of St. Helena.

Var ⁿ	Log Course	Latitude	Longitude	
W		N.	W.	
alluv	N 4 1/2 W	10.. 59 Act	10.. 13 Act	Bar 29.85
19 th	116	10.. 54 Obs.	10.. 56 Chron.	Ther. 75
				Water 72
				Sick 0.
3' N. of Act. 43' N. of act. in 3 days = 14 1/2' day average error in lat 5' for 3 days 170 W. 15' each day.				

H K F		Course	Wind	Wear	11. 12 th Dec 1807.		St Helena to England	
1	5	6	N 1/4 W	SE	4	cl.	Single masted B. and 7 th - Convoys in C.	
2	5	4					Repeated occasional Sig. of the Commod.	
3	5	5					Set G.F.	
4	6	.					In G.F.	
5	6	8	N 1/4 W	5			Genl. Sig. to close	
6	6	5						
7	6	2	N 1/4 W					
8	6	4						
9	5	8	N 1/4 W					
10	6	2	N 1/4 W					
11	6	2						
12	6	4					Against NW 1/2 mile	
1	5	8						
2	5	4						
3	5	4						
4	6	6		SE		Okd.		
5	6	2						
6	6	.						
7	6	.					Our Sig. to look out NW 1/2 - Made all sail	
8	9	5	N 1/2 W	SE	6	E		
9	9	.	N 1/4 W					
10	9	.	N 1/4 W					
11	8	3		SE				
12	8	2					Integals & G. and T. and P. sails	
158							Commod. RAN 2. Convoys in C. 4 lea	

Var ⁿ	Log Course	Latitude	Longitude	
W		S.	W.	
Obs. P.M.	N 4 1/2 W	8.. 56. Act.	11.. 55 Act.	Bar. 29.8
16 th	157.	8.. 57 1/2 Obs.	12.. 41 Chron. Yes.	Ther. 78
alluv				Sick 0
19 th				Water 71.

H	K	F	Course	Wind	Wear	Dec 13 th	St. Helena to England
1	1	7	NW 3/4 E	SE 1/2	4 1/2	cl. h	All down sail & looking out
2	2	6	9	NNW			(1) Our sig. at sufficient distance Short Tail 1st trip
3	3	6	4				
4	4	6	2				
5	5	5	8				Recalled Hauled to the wind 1st G. & L. & L. & L.
6	6	7		SE 1/2 S			
7	7	1	6	SE 1/2 N			Tacked Short Tail & tacked in our track
8	8	3	2	NNW 1/4 W			under 3 S. - Gen sig to close
9	9	7					11 H.
10	10	9	6				
11	11	10	5				
12	12	11	5	5			
1	1	12	5				Against NW 1/2 2 1/2
2	2	1	5				
3	3	2	4				
4	4	3	4				
5	5	4	5				
6	6	5	5	8			
7	7	6	1	5			B.C. Our sig to look out NW 1/2 - South land NW 1/2
8	8	7	5	NNW			CL. Our sig. to reconnoitre the anchorage - Made
9	9	7	7	5	NNW 1/2 SE		Sail -
10	10	8	7	5			
11	11	9	7		SE 1/2		Rounding the Island of Ascension
12	12	10	6	8	SE 1/2		Asked P. sig. if ashore - 7 - Ans. Yes -
1	1	11					B.C. (11) Came to in 10 fms land & bits of coral
2	2	12					Extrem P. - N 53° E. and S 40° E. <small>about 1/2 mile from Cape Point of the bay</small>
3	3						Sharp Peak 163° E. At noon the
4	4						Highest Mount. - 146° E. Commadore and
5	5						Cape Hill over back 122° E. Conroy anchored
6	6						Landing Cove 154° E. road is -
7	7						Bar. 29.78
8	8						Ther. 80
9	9						Wind. 0.

H	K	F	Course	Wind	Wear	Dec 14 th	St. Helena to England
1	1						Went on shore to reconnoitre the Island and look for
2	2						Emble - saw most number outside the reef which
3	3						was running prodigiously high - Vast quantities of
4	4						birds and small wild goats - Commadore made
5	5	8	6	NNW	SE 1/2 S	B.L.	sig. to weigh - What the devil brought us here?
6	6	8	4				To wait 8 hours for nothing? - Had he had a
7	7	7	8				little more patience and remained here the night
8	8	7					doubtless we should have procured several turtles
9	9	6	5	NNW			as the holes in the sand were quite apparent where
10	10	6	8				they were depositing their eggs - At all events
11	11	6	8	NNW			the abundance of fish which the crew caught along-
12	12	5	8				side would have made a night's delay here
1	1	6	8				well worth while - I saw the tracks of man's
2	2	6	4				fat quite fresh in the sand and some burnt sticks
3	3	6	6				where they had been cooking - possibly the Salotte.
4	4	6	4		SE 1/2 S		At 4 up Docks weighed and made sail after
5	5	6	4				the forenoon - repeated various sig. - At 6 pm
6	6	6	2				the island SE 1/2 S to 1/2 E & E - 6 1/2 Shortened sail
7	7	6	6				in our station at midnight Commadore NW 1/2 2
8	8	5					
9	9	4	5	NNW			At 7h Our sig. to look out NW 1/2 - Heard NW 1/2 & made
10	10	4	2	NNW			all sail - At 8 the Commadore repeated the sig. and
11	11	3		NNW			having hauled to wind? himself leaving Conroy to follow the
12	12	5	8				Indians, I concluded he wished me to gain what he wanted
1	1						from him instead of the landing ship of the forenoon which I had
2	2						before but endeavouring to do, I hauled up the forenoon 2 1/2 E -
3	3						At 8 1/2 - He made out sig. to steer NW - so it would appear
4	4						that when he makes the sig. to look out on a point of the compass
5	5						he means the ship to steer on that point!! - In what fleet
6	6						did he learn those tactics? - At 9 1/2 Our sig. for anchor
7	7						Shortened S. & then parallel to Conroy. - At noon the forenoon 2 1/2 S.
8	8						Conroy 2 1/2 S.
9	9						
10	10						
11	11						
12	12						
1	1						
2	2						
3	3						
4	4						
5	5						
6	6						
7	7						
8	8						
9	9						
10	10						
11	11						
12	12						

[illegible]

Var. Wt.	Log course	Latitude S ^o	Longitude W ^o	
Obs. an	N 43 W ^t	4.. 35 Act.	17.. 25 Act.	Bar. 29.72
14.. 51	137.	4.. 24 Obs ^d	17.. 25 Chrt ^d & Act ^s	Ther. 79
alluv			17.. 35 Chrt ^d	Lake 2
16 1/2	11 No	} + Act Cambr N 42° W ^t 15'		Water 69
"	10 W ^t			

H	K	F	Course	Wind	Wear -ther	4 16. th December 1807	S. Helena to England.
1	6	8	N 6 W 1/4 N	SE 1/4 E	B. L.	Looking out to NW from the Conroy.	
2	6						
3	6	2					
4	3		N 4 W 1/4 N				
5	3					Recalled - Handed into our Stat. and at 5 1/2 In 1 st refs.	
6	3	5	N 6 E 1/4 E		4		
7	4	2	N 6 W 1/4 W				
8	5		N 4 W 1/4 W				
9	5	4					
10	5						
11	4	4					
12	4	5				Against NW 1/4 W 2'	
1	4	8	N 4 W 1/4 W				
2	5						
3	4	6					
4	5						
5	5				cl. h.		
6	5	2					
7	5	3	N 4 W 1/4 W				
8	3	8				Ourly to spread W. 5 miles made all sail.	
9	5	2	N 1/4 W				
10	3	6	N 1/4 W			At 9 1/2 Commod. E. 5' Short. Sail. Headed parol. to Conroy	
11	3	5	N 1/4 W			At 10. Ourly. To extend our distance - made sail.	
12	7	2	N 1/4 W		B. L.	In Royals and Gall Tails.	
						Commodon E. 8'.	

Variation W.	Log Course	Latitude S.	Longitude W.	
all round 15 1/2	N 4 1/2 W.	2.. 49 Dec ^r	18.. 49 Dec ^r	Bar. 29.75
	127.	2.. 36 Oct ^r	18.. 59 Ches. Test ^r	Ther 79
			19.. 19 Ches ^r	Luk. 3
		13. N ^o } of Dec ^r { Cut ^r		
		20. W ^t } { 157 W ^t		
			24.	Water 68.

H	K	F	Course	Wind	Wear	Ther	21 st December 1807	Stk 11 Woodwich
1	1	6	MW N	SE	4	B.L	All sail up & T. Hozels - Looking out	
2	2	3	XXXXX					
3	3	5						
4	4	5						
5	5	4						
6	6	7	ENE					
7	7	4	MW N					
8	8	4						
9	9	4						
10	10	4	XXXXX					
11	11	4						
12	12	5						
1	1	5						
2	2	5						
3	3	5						
4	4	4						
5	5	4						
6	6	5						
7	7	5						
8	8	5						
9	9	5						
10	10	7	NW					
11	11	7						
12	12	7						
1	1	6	XXXXX					
2	2	5						
3	3	5						
4	4	5						
5	5	5						
6	6	5						
7	7	5						
8	8	5						
9	9	5						
10	10	7						
11	11	7						
12	12	5						
130								

Var. W	Log Course	Latitude S.	Longitude W.	
allend	N 46° W	1.. 13 aut	20.. 15 aut	Bar. 29.77
14 1/2	120	1.. 14 Obs.	20.. 45 Chm. Yach.	Ther. 79
			20.. 56 Chm.	fish 3
	11. W. of aut.			Water 67.

H	K	F	Course	Wind	Wear	Ther	21 st December 1807	St Helena to England
1	5	9	MW N	SE	4	B.L	Mad T. set Looking out W.	
2	6							
3	4		XXXXX					
4	7	2						
5	3	5	NE E					
6	8							
7	3		XXXXX					
8	5	2	NW					
9	5	2						
10	5	1						
11	5							
12	4	8						
1	4	4	XXXXX					
2	4	5						
3	4	2						
4	4	2						
5	4							
6	3	8						
7	4	2						
8	4	6						
9	2	3	MW N					
10	4	8	NE E					
11	4	4						
12	4	4						
125								

Var. W.	Log Course	Latitude N.	Longitude W.	
Obs. Pa. 12 1/2	N 34 1/2 W	0.. 18' aut	21. 19 aut	Bar. 29.76
am 13 1/2	112	0.. 5 1/2 Obs.	22.. 0 Chm. Yach.	Ther. 80
allend			22.. 14 Chm.	fish 3
14 1/2	12 1/2			Water 66.

H.	HK	F	Course	Wind	Wear	Dec 21 st December 1807	Edw. W. W. W.
1	1	3	1	R. N. W.	N. E.	3. 26. 26.	Looking out - between closing - At 11/1 with this
2	2	7		R. N. W.	N. E.	3. 7. 26. 26.	9 miles of Commodore Healed up to look out - Gun.
3	3	3		N. W.	N. E.	5. 2.	Sig. recall - Dore door too. him - A. M. M. S. well
4	4	2		N. E.	S. W.	2. 2.	with the head & light. & very heavy rain - Suffering the
5	5	2		N. E.	S. W.	2. 2.	Commodore had not heard to the N. W. made sail N. W. as we
6	6	2		N. E.	S. W.	2. 2.	had lost sight of him - At 3. See him lying to Convey
7	7	1	8			1.	all close up to him - heard the S. to reef & brought to
8	8	1				1.	2 ft. before his 5. D. M. - Heavy rain - In 3. up (like him)
9	9	1				1.	then brought up to take our station the Convey being down
10	10	1				1.	ahead a little while we were 'sailing' it was close to
11	11	1				1.	heard - while seeing down the Commodore did not
12	12	1				1.	favor to make my 'Sig.' to keep my station' and then to
13	13	1				1.	keep the Convey within the limits of their station - They
14	14	1				1.	were down too close to him certainly, therefore I knew
15	15	1				1.	not what he meant - Healed up in our station and set
16	16	1				1.	the 7. - At 5. That state ahead of us old 9. up
17	17	1				1.	set 3. 4. 5. D. M. to - before we had arrived -
18	18	1				1.	In first watch came up with Convey at 12 again bearing
19	19	1				1.	- Healed & D. M. only flapping & flapping
20	20	1				1.	Convey moving ahead still
21	21	1				1.	Convey N. E. 7 miles -
22	22	1				1.	Made sail with very air.
23	23	1				1.	Tried the current N. W. 1 mile p. hour
24	24	1				1.	A stranger ahead of the Convey - a ship - No Sig.
25	25	1				1.	to chase - No wind but got all the shed T. on the
26	26	1				1.	Yards - Command 7. examine him - He made Sig. N.
27	27	1				1.	5 (B. M. M.) at the Top but the Convey flag was down - I
28	28	1				1.	could not believe it possible that it was a Convey because
29	29	1				1.	the (Command) with a light breeze kept his reef in. This (Convey)
30	30	1				1.	up & 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.

poor boy that fell overboard from the poop the 5th of July, and who
was saved and recovered so wonderfully — Alas! his fate
had been sealed beyond our control — The P.B. that
went close by and having shot B. cleared them clear of the
1/4 Deck full of the wreck and confusion, pouring heavy rain,
and blowing very smartly — By the past noon got all the
flying kites stored — At 1 The bungalow returned without seeing
anything of the wrecks — Clearing away the wreck
At 2 pm now Had I won sooner I should have lost my
My B. yard & this G. M. which by the mast going forward
was entangled with M. yard — Moderate breeze, but for some
G. frames were could not set the sails, men commenced
to get the people down to dine & dry, some of them (I shall)
had them but standing in unexpected rain for 8 hours.

At 2 pm now had I won sooner I should have lost my
My S. Yard & this G. M. which by the mast going forward
was entangled with M. Yard — Moderate breeze, tall fenders,
G. Y. brasses were cold and set the sails, men were engaged
to get the people down to dine & dry, some of them (I think)
had their bare standing in unexpected rain for 8 hours.

1	1	4	6	M th N th	1/2	NE th	5	cl. gr.	5 th used S th Comm. till Dodging astern of the Comm. & Conroy.
2	2	4	5						
3	3	4	4						
4	4	4	2	M th N th					Down Jurg M th S th W th but up the air on with new rigging (the old rigging's poverty being here is a great measure the cause of the mast's going —) of 4 inch and a credit. then
5	5	4	4						now four. —
6	6	4	5						
7	7	5			1/4				
8	8	5		N th W th W		NE th E			
9	9	5		N th W th W		gr		cl. L	
10	10	6							
11	11	5	6						Made & short Tail out.
12	12	5	5	N th W th W		NE th E			Against NW 1 mile
1	1	5							
2	2	4	8				1/2		
3	3	4	6						
4	4	4	8						
5	5	4	8					sk. cl. L	
6	6	4	8						Our sig. to look out NE th on 2 Drup. S th E th 1/4
7	7	4	8						
8	8	5		N th W					
9	9	5	3						
10	10	7			0		5		
11	11	6	8		1/4		1/2	br. fr.	Thick weather with small rain — In E th 1/4
12	12	5	8	N th W th W					Found M th 1/4 1/2 spray — perfectly same time that M th S th fell by the brass hanging — Split down Comm. & Conroy S th 1/2 1/2 miles

Var. W.	Log Course	Latitude N.	Longitude W.	
Allowed	N 47° W	7.39 aut.	23.41 aut.	Bar. 29.78
12 1/2°	121°		26.52. Chis. 1st.	Ther. 79°
				Sick. 2
				Water 60

1	6		N th W th W	ENE th	1/2	br. fr.	Single used S th Comm. Looking out NE th E
2	5	8		E th N th	4	d.	Out all up to air. At 2 Recalled Down down to?
3	5		N th W th W			d.	Conroy — looked at 1/2 1/2
4	4		N th W th W	ENE th	3	br. fr.	at 4 S th 1/2 and 2. 1/2 up. (like Comm. mod.) and hauled up
5	2	5	N th W th W	N th	2	r.	in station
6	4		N th W th W	ENE th	1/2	on	Sig. to close with a Gun
7	3	8	N th W th W		5	1/2 hr.	
8	3		N th W th W		2	hr.	Shot up alongside the Comm. down together with
9	3	2	N th W th W		4	hr.	6 of the Conroy — This Comm. down has a trick of flapping
10	4	5	N th W th W	NE th E			up and losing his way if he misses one of the Conroy
11	4		N th W th W				for a moment in the night — then if they all come
12	4						fell well — Shorten sail or finding themselves so
1	3		N th W	ENE th			near him, and he falling again away they fall
2	3	5					asked again — This I hold to be a bad plan, and
3	4	5	N th W	ENE th			indeed nothing but my running upon deck accidentally
4	5		N th W		5		at 7 look at hand and on being aboard of one of
5	5	6	N th W th W			cl. L	them or of forcing him aboard of one of the others,
6	6	8					the night long dark and raining comm. took his
7	6	2					death — Midnight Comm. N. 1 mile
8	5	4	N th W th W				at 4 S th 1/2 tails & M th 1/2 to shoot up to Comm.
9	3						At 7. Up down S th 1/2 1/2 down S th — close to him.
10	6	2				B. fr.	At 8. no looking out today Up Comm. Dark. My S th .
11	5	5					and dropped into our rear S th 1/2 — S th 1/2 again
12	5						Performed Divine Service
	110						Comm. down N th 2 miles Conroy in Co.

Var. W.	Log Course	Latitude N.	Longitude W.	
Observed	N 46° W	8.49 aut.	24.55 aut.	Barom. 29.80
11° 28'	101	9.16 1/2. Chis. 23°	28. 6 { 1/2 1/2	Thermon. 80
12 1/2		27 1/2 N th of aut.	28. 31 Chis. 23°	Sick. 3
		25° N th S th in 2 days	19. 1/2 1/2 day.	Water. 59.

H	K	F	Course	Lee way	Wind	Wear ther	26 th 1807	Queen	Whist Woodrick
1	1	5	NNW	1/2	ESE	5 B. br	3 rd up'd S. +	Course	Conroy ahead.
2	2	5	5				Set	Sib and	G. 4
3	3	5	5						
4	4	4	5						
5	5	4	8						
6	6	4	7						
7	7	4	6						
8	8	4	6						
9	9	4	6						
10	10	4	5						
11	11	5							
12	12	5							
1	1	5	2						
2	2	5	8						
3	3	6							
4	4	3							
5	5	1	2						
6	6	1	2						
7	7	2	5						
8	8	1	6						
9	9	2	8						
10	10	3	5						
11	11	3	5						
12	12	4	8						
104									

Var. W.	Log	Course	Latitude N.	Longitude W.	
alluv	N 37° W	104	10.40 Act	25.9 Act	Bar 29.79
12°			10.52 Obs.	29.35 Chron.	Ther 79.
				29.44 Chron.	Sick 2
					Water 58 1/2
12 N. } + alt. } Current 9 N. } + alt. } 27° 15' I then reason to suspect too little distance on board than 2 last logs —					

H	K	F	Course	Lee way	Wind	Wear ther	27 th December 1807	Ascension to England
1	1	5	NNW	1/2	ESE	6 1/2 C. br.	3 rd up'd S. and	Four sail — Head sea.
2	2	6					up m. s. c. set m. s. w. c.	Spand Commodore the courses.
3	3	5	8					
4	4	5	4					
5	5	4	2					
6	6	4	8					
7	7	4	5					
8	8	4	5					
9	9	4	5					
10	10	4	8					
11	11	5	3					
12	12	5	2					
1	1	4	6					
2	2	5						
3	3	5						
4	4	5	2					
5	5	5	5					
6	6	5	8					
7	7	6	4					
8	8	6						
9	9	6						
10	10	6	4					
11	11	7						
12	12	6	9					
130								

Var. W.	Log	Course	Latitude N.	Longitude W.	
alluv	N 38° W	129	12.34 Act	26.30 Act	Bar 29.83
			12.46 1/2 Obs.	31.5 Chron.	Ther 77.
				31.25 Chron.	Sick 2
					Water 58.
12 N. } + alt. } Current 19 N. } + alt. } 27° 15' 22.					

H.K.F.		Course	Wind	Wear	D 28. th December 1807. At N. Woodwick	
1	55	N 1/2 W 1/2	E. N.	6 1/2	cl. 4. 1/2	At 0.5. Onky. far enough Down jib & Drive
2	54	N 6 W 1/2 W				
3	56			6		Let all the muffs out to air - repaired m. B.
4	55					Dried all the sails -
5	6	SW 1/2 S.				4 1/2 Recalled Down jib & G. Yails -
6	5	N 1/2 W 1/2		5 1/2		(5) Hauled up in Stat. In G. Y. 4 + 3 up B' and
7	51					Set Mousers - Up Fore sail -
8	54	N 1/2 W 1/2				
9	65			6		
10	65					
11	65					
12	65	N 1/2 W				Again out N. 3'.
1	56	N.				
2	53					
3	54					
4	48					Set the Fore sail
5	54	N 1/2 W.		6 1/2		Set jib and Drive
6	55		E. 1/2			
7	64					Made bold to haul to wind? to look out
8	76	N 6 W. 1/4				In Drive
9	74	N 3/4 W		12		Down jib. Set head see that yesterday -
10	75					Lead then 3 days from W. -
11	75	N 6 W.		12		Set jib.
12	76					Commodore W. 1/2 S. 8 miles
146						

Var. W.	Log Course	Latitude N.	Longitude W.	
all over 11 1/2.	N 29. W.	14. 44	Aut.	27. 47 Aut.
	135	14. 10	Obs.	32. 42 Ch. Obs.
	4 S. 1/2 E. 1/2		32. 28	Ch. Obs.
	14 E. 1/2 S.			
				Bar 29. 91
				Ther 76. 5
				Water 57 1/2
				Sick 3

H.K.F.		Course	Wind	Wear	D 29. th December 1807 - Accension to England.	
1	75	N 6 W 1/2 W 1/4	E. 1/2	6 1/2	P. 1/2	Looking out at tow of Commodore (1) up Fore.
2	6					
3	5	N 1/2 W. 1/2		6		
4	5			5 1/2		Set Sail - Out 3. 1/2 up with Commodore
5	5					Recalled - Commodore muffs - In 3. 1/2 muffs -
6	65	West				Hauled up under S. 1/2 & Comm. in our Station
7	58	N 6 W 1/2 W		6		
8	52					
9	24					
10	24	N 1/2 W.				
11	5		E 6 S.			
12	58					
1	52	N 6 W 1/2 W				Commodore N. W. 3' - Convoz in company.
2	64					
3	65					
4	54	N 3/4 W				
5	52	N 6 W.				
6	7	N 1/2 W. 1/4			B. P.	Set jib and Drive to close Commodore
7	7				6 1/2	Set G. Y. 4 with Comm. In 2. 1/2 with him
8	76	N.			B. C. P.	Paped him at 8 going to windward to look out
9	8	N 1/2 W				The Aquicourt I fancy is troubled with the St.
10	85					Vitus' dunn - while near him I observed par-
11	8					-hilarity his Stunage - he stand at least 99 courses.
12	78	N.				Commodore W. 1/2 S. 9. Convoz in comp. -
150						Tilled 10 ton of Salt Water.

Varial. W.	Log Course	Latitude N.	Longitude W.	
Obs. an 10 1/2	N 29. W.	16. 44	Aut.	28. 59 Aut.
all over 12	142	16. 48	Obs.	33. 40 Ch. Obs.
				33. 50 Ch. Obs.
				Bar. 29. 95
				Ther. 76
				Sick 3
				Water 57

H	K	F	Course	Wind	Dea	Lat	Long	Date	Notes
1	7		N ¹ / ₂ W	1/4	E 1/2 S	6 1/2	B.P.C	830 th December 1807	John Woodrich
2	8	2							aim at the bedding —
3	5	5	N ¹ / ₂ W	0					At 2. My fidgety Commodore made my sig. to close
4	8		N ¹ / ₂ W	1/4	E 1/2 S				Down till I could see his battle line hauled
5	6		N ¹ / ₂ W						off again
6	5	5	N ¹ / ₂ W	0					Recalled. Down till 4.5. —
7	7		N ¹ / ₂ W	1/4					In 4.5. and hauled up in our stat.
8	3	5	N ¹ / ₂ W						Sea very bright with the fine blubber, up M.S. and
9	7	4	N ¹ / ₂ W						hauled to catch some, but without success, and I
10	7	5	N ¹ / ₂ W						was afraid if I stayed any longer I should give
11	6	7	N ¹ / ₂ W	1/2					my poor Commodore another fit of fidgets — Tied
12	6	9	N ¹ / ₂ W						and made sail into my stat. —
1	6	8	N ¹ / ₂ W						Commodore N.W. 4 miles —
2	6	5							
3	6	8	N ¹ / ₂ W						up M. sail.
4	5	2							Set 8. Closed the Commodore the Mij. S. in.
5	6	2							
6	8		N ¹ / ₂ W	1/4					Hauled to windward without making m. sail.
7	8								at 7. The (Commodore) telegraphed me nothing out of
8	7	5							signal distance. — I know here, yesterday I saw
9	7	5							his signals distinctly though twice as far as I had
10	8	5	N ¹ / ₂ W						been before. — But why does he not use the
11	8	5	N ¹ / ₂ W						distant signals? — What use is a ship's looking
12	7		N ¹ / ₂ W						out within a mile or two in this deserted ocean? —
									After all it is asking in me to wish to cuttail the
									only amusement he appears to have — knocking about
									the parties — Pity his signal men are so ignorant!

Var	Log	Course	Latitude	Longitude	Date
all	12	N 27 1/2 W	19.5 aut	30.14 aut	Bar. 29.98
		155	19.0 1/2 Ob.	35.5 1/2 Chro.	Ther. 75.5
				35.19 Chro	Sick 2
					Water 56 1/2

5' S. 2' off. But scanning
 13' N. 3' off. about as we do I will
 not venture to join the Commodore
 here, though it manifestly has still a westerly drift.

H	K	F	Course	Wind	Dea	Lat	Long	Date	Notes
1	6	8	N ¹ / ₂ W	1/4	E 1/2 S	6 1/2	B.C.	731 st December 1807.	Arrival to England
2	6	8	N ¹ / ₂ W						Looking out on W. bow of Conroy. Fine trade
3	6		N ¹ / ₂ W						Commodore close up — In Mij. S.
4	6	2							
5	6	2							Recalled Down till 4.5. —
6	2	2							In 4.5. and close up. Hauled up 2.5. & 7.5.
7	5	8	N ¹ / ₂ W	1/4					
8	5	8	N ¹ / ₂ W						
9	6		N ¹ / ₂ W						
10	6	5	N ¹ / ₂ W						
11	6	2	N ¹ / ₂ W						
12	6								Commodore N.W. 1 1/2. —
1	6		N ¹ / ₂ W						
2	6								
3	6								
4	6								Set M.S. N.W. 1/2 to close Commodore
5	6								
6	5								Set M.S. N.W. 1/2 to close Commodore
7	6	5							Set M.S. N.W. 1/2 to close Commodore
8	7	3	N ¹ / ₂ W						
9	7	4	N ¹ / ₂ W						
10	7								
11	7	2							
12	7	4	N ¹ / ₂ W						

Var	Log	Course	Latitude	Longitude	Date
all	12	N 23 1/2 W	20.17 aut	31.15 aut	Bar. 29.98
		148	20.10 1/2 Ob.	36.20 1/2 Chro.	Ther. 75.5
				36.30 Chro.	Sick 3
					Water 56.

A broken fort. While apparently he
 I will consider nothing from our sailors
 Chro. The marks being made a point

H K F		Course	Wind	Sea	Ther	♀ January 1 st 1808	J. H. S. Woolrich
1	7	2	N ¹ / ₂ W	6 ¹ / ₂	B.C. P ¹ / ₂	Looking out to W. bow of Commodore Honory.	
2	2	6	8	N ¹ / ₂ W	7	Down Sib up M ¹ / ₂ S. In top jack	
3	3	6	N ¹ / ₂ W	7 ¹ / ₂			
4	4	3	5	N ¹ / ₂ W		Down down to W. Corvey Hauled up again	
5	5	6	4	N ¹ / ₂ W		Recalled Down set H. & P. S. G.	
6	6	6	4	N ¹ / ₂ W		Closed up the S. In M ¹ / ₂ S. L. P. S. G. Hauled up with the rear of the Corvey.	
7	7	6	5	N ¹ / ₂ W			
8	8	6	4	N ¹ / ₂ W			
9	9	7	N ¹ / ₂ W	6 ¹ / ₂		Set M ¹ / ₂ tail and Sib	
10	10	7	5				
11	11	7					
12	12	7	5			Agincourt M ¹ / ₂ 3'	
1	1	7	2	N ¹ / ₂ W		Up M ¹ / ₂ S. down jib	
2	2	6	4	N ¹ / ₂ W	6		
3	3	5	7		5 ¹ / ₂ d.		
4	4	5	4				
5	5	5	4			Set M ¹ / ₂ S. M ¹ / ₂ S. jib, M ¹ / ₂ W. S. & down and hauled to windward at daylight to look at	
6	6	5	8	N ¹ / ₂ W	6		
7	7	6	8	N ¹ / ₂ W	d.c.	Wished my Commodore a happy & glorious new year by Telegraph - which he most cordially & politely returned -	
8	8	8	N ¹ / ₂ W	7 ¹ / ₂		Best the best M ¹ / ₂ S.	
9	9	8	N ¹ / ₂ W	7 ¹ / ₂		Perished for Wallack with 1000 ^l for the affairs of the F.B. of yesterday.	
10	10	8					
11	11	8	4				
12	12	8	5			Agincourt (Corvey) M ¹ / ₂ 5'	

Var. W.	Log Course	Latitude N.	Longitude W.	
allard	N 24° W.	23.. 34 Act.	32.. 24 Act.	Bar. 30.11
12°	157'	23.. 26 { Meads Obs.	37.. 39 Obs. 4 th Jan.	Ther. 72
				Water 53
				Fish 3

H K F		Course	Wind	Sea	Ther	♀ Jan. 2 ^d 1808.	J. H. S. Woolrich
1	7	N ¹ / ₂ W	6	B.C. P ¹ / ₂		Looking out to Wind.	
2	6	2	5 ¹ / ₂			The Commodore bow up to the rear of his Corvey & made all sail to whip up the Corvey -	
3	3	6				Old 4' + 3' mfs	
4	4	5	1	N ¹ / ₂ W		At 4 th being that the Agincourt could not get up to the head of the Corvey before sunset I generally bow down to take his station for him - But he soon after making the Sig. for them to bring to 'till he closed them I hauled round to the South? & plying under the stern of the Corvey and poked her up to the Corvey -	
5	5	3	2	N ¹ / ₂ W		Down Sib -	
6	6	4	1	N ¹ / ₂ W		Agincourt M ¹ / ₂ 1'	
7	7	7	8	N ¹ / ₂ W			
8	8	6	6	N ¹ / ₂ W	1/4		
9	9	5	6	N ¹ / ₂ W			
10	10	5	8	N ¹ / ₂ W			
11	11	6	5				
12	12	5	2				
1	1	6		N ¹ / ₂ W			
2	2	4	5	N ¹ / ₂ W			
3	3	5	5	N ¹ / ₂ W			
4	4	6		N ¹ / ₂ W			
5	5	6	2	N ¹ / ₂ W		ESE. 4 th B.C. P ¹ / ₂	
6	6	7	6	N ¹ / ₂ W	0		
7	7	8	4	N ¹ / ₂ W		Set G. S. jib and down & hauled to mind.	
8	8	7	5	N ¹ / ₂ W			
9	9	8	4	N ¹ / ₂ W			
10	10	9		N ¹ / ₂ W			
11	11	8	5				
12	12	8	5				

Var. W.	Log Course	Latitude N.	Longitude W.	
allard	N 15° W.	25.. 54 { Act. from last	33.. 8 Act.	Bar. 30.12
12°	153	25.. 50 ¹ / ₂ Obs.	38.. 23 Chis. last year	Ther. 75
			38.. 33 Chis.	Rise 4
				Water. 54

10' W. of last in 2 days.
as we have arrived in the fields of seaweed I suppose we shall soon feel the effect of the Florida current.

H	K	F	Course	Wind	Wear	Ther	D	3 ^d January 1808	U.S. Woolwich
1	6	2	NE ¹ / ₂ E	ESE	4 ¹ / ₂	B.C.		Looking out on W. bow of Henry —	
2	5		NE ¹ / ₂ E					Commodore Short Tail speaking some of the	
3	1	5	NE ¹ / ₂ E					company — up Comms & brought to — But the	
4	2		NE ¹ / ₂ E					best Mr. S ^c	
5	4		NE ¹ / ₂ E					3 ¹ / ₂ Don up as company did — (5) Recalled set	
6	6	6	NE ¹ / ₂ E					of 4 ¹ / ₂ Logals & &	
7	3		NE ¹ / ₂ E					Hauled up in one station	
8	5	2	NE ¹ / ₂ E					In 2 ¹ / ₂ kts —	
9	5	4	NE ¹ / ₂ E					up Mr. S ^c	
10	6		NE ¹ / ₂ E						
11	6	5	NE ¹ / ₂ E						
12	6	4	NE ¹ / ₂ E					Agincourt N ^o 1 mile	
1	5		NE ¹ / ₂ E					Set Mr. S ^c	
2	5	8	NE ¹ / ₂ E					Set of Sails	
3	6		NE ¹ / ₂ E						
4	6	3	NE ¹ / ₂ E						
5	6		NE ¹ / ₂ E						
6	6		NE ¹ / ₂ E						
7	6		NE ¹ / ₂ E						
8	7	8	NE ¹ / ₂ E						
9	8	3	NE ¹ / ₂ E						
10	7		NE						
11	5	8	NE ¹ / ₂ E						
12	6	3	NE ¹ / ₂ E						

Var	Log Course	Latitude	Longitude	Bar
W.		N.	W.	
Obs. 10.10	N 14 ¹ / ₂ E	27. 50 Act	32. 31 Act	Bar. 30.07
30. 10.19	130.	28. 7 Obs.	37. 50 Chron ¹ / ₂ Act.	Ther 75
30. 10.24		11. N. of Act.	37. 59 Chron ¹ / ₂	Water 53
Actual				Sub 4.
12°				

H	K	F	Course	Wind	Wear	Ther	D	4 th January 1808.	Ascension to England.
1	7	4	NE ¹ / ₂ E	SE ¹ / ₂ E	4	B.V.		Looking out on W. bow of Henry.	
2	6	5						Shortened Tail In 4 ¹ / ₂ Hours	
3	4	5							
4	3	5	NE ¹ / ₂ E					Recalled —	
5	4		NE ¹ / ₂ E						
6	4	5	NE ¹ / ₂ E					In 1 st and 2 nd kts hauled up in the rear of	
7	2	8	NE ¹ / ₂ E					the Henry.	
8	4	2	NE ¹ / ₂ E						
9	5		NE ¹ / ₂ E						
10	4	8							
11	4	5							
12	4	8						Agincourt NE ¹ / ₂ E 1 ¹ / ₂	
1	4	5	NE ¹ / ₂ E						
2	4		NE ¹ / ₂ E						
3	3								
4	3								
5	4	4							
6	4	6							
7	4	6							
8	2	5	NE ¹ / ₂ E						
9	3	5	NE ¹ / ₂ E						
10	3	6							
11	2	8							
12	2								

Var	Log Course	Latitude	Longitude	Bar
W.		N.	W.	
Obs. 10.10	N 25 ¹ / ₂ E	29. 27. Act	31. 49. Act	Bar. 30.06
11. 10.19	88	29. 32 ¹ / ₂ Obs.	37. 17. Chron ¹ / ₂ Act.	Ther. 75.5
Actual				Sub 5
13°				Water 52 ¹ / ₂

HKF			Course	Wind	Sea	8.5 th January 1808	J. H. Woolrich
1	1	8	NE ¹	SE ¹	1/2 B. V.	Crew in tow Convey ahead all plain sail	
2	1	6	NE ¹ N ¹			Set Shedding sails.	
3	2	4			2	The Commodore Vouchsafed to dine with me and ordered me to tow the lines so far ahead of the fleet in the night that if I cast her off in the morning she might not be very far ashore of it by dark —	
4	2	2					
5	2	5	NE ¹				
6	2	8					
7	3	4					
8	3	5					
9	4				3		
10	4	4					
11	1	4					
12	1					Agincourt SWW. 2' —	
1	3	6					
2	3	5					
3	3	8				Made & shot sail over.	
4	3	6					
5	3	6					
6	3	8			2 1/2 B. V.		
7	1						
8	4						
9	3	7	NE ¹ N ¹			In May sail.	Abug heavy W. S. mill.
10	3	8					
11	4	3			3		
12	5				3 1/2	In May Tails.	
84						Agincourt SWW. 4' — Convey in C — Crew in Tow.	

Var. W.	Log Course	Latitude N.	Longitude W.	
allend 13 1/2	N 30.° E ¹	30. 44 Aut	31. 1. Aut	Bar. 30.00
	83.	30. 55. Obs ¹	36. 28. Chron ^m	Ther 73.5
			36. 27 Chron ^m	Sik 5
				Water 52

HKF			Course	Wind	Sea	Way	8 th 6 th January 1808	Ascension to England
1	3	6	NE ¹	SE ¹	3 1/2	B.L.	Crew in tow — Shot and sail to down the Commodore — At 2 1/2 went aboard to dine —	
2	3	6						
3	3	6						
4	4	8				4		
5	3	5						
6	3	5					Returned about and made sail ahead with the Tow	
7	6							
8	5	6	NE 1/2 E ¹			4 1/2	In 2 1/2 up and May sail.	
9	5	9						
10	6		NE ¹	SE				
11	6	2						
12	6	4					Agincourt W.S.W. 2'	
1	6	6	NE 1/2 E ¹					
2	6	8				5		
3	7	5	NE ¹					
4	8					1°		
5	7	5						
6	7	2				1 1/2 W ¹	B.L.	
7	8	2	NE 1/2 E ¹				Cast off the Tow and made sail ahead to look at	
8	9	5	NE 1/2 E ¹			5 1/2	In 2 1/2 up W.S. & down	
9	10	2				6		
10	9	4					Upon emancipated man J. L. Wright an insalid we brought from the Cape, died —	
11	8	8	NE ¹					
12	8	2	NE 1/2 E ¹				Agincourt Convey W.S. 9'	
156								

Var. W.	Log Course	Latitude N.	Longitude W.	
allend 14. 35'	N 27.° E ¹	33. 13 Aut	29. 37 Aut	Bar. 29.82
allend 17.	155	33. 20 Obs ¹	35. 3 Chron ^m 4	Ther 72
			34. 50 Chron ^m	Sik 4
				Water 51.

HKF Course Wind				Wca ther	4. 7. th January 1808	John Woolwich
1	7	8	NE 6 N.	16 W	6 1/2	Looking at to wind. of Conroy up Com
2	8					Desa new H ^l
3	2		NE 6 E ^l		7	At 2 1/4 Cloud the fog very little and at 3 blocking
4	3		NE 6 1/2 N.			Since thicker now down to them (4 1/2) Heavy thick
5	2	6	NE 6 E ^l			an hour parallel & close to the Cens to see if the
6	7		NE 6 1/2 N.			Commodore wished me to take her, but he made no
7	8	5		16 W		signal and I am bring my decisions of the job
8	8	5				to threatening a night hauled round to the rear
9	7	5	NE 6 N.		7 1/2	and repeated the sig. to close to — In 2 ^d & 3 ^d wpts
10	7	8				round down the S.
11	7		NE 6 N.			In sig. S. cleared up the N. S.
12	7	2				A very heavy sea which makes roll
1	7	3				very deeply indeed, and the transports
2	7		NE 6 N.			terribly — How much easier should we
3	6	6				have gone if the Commodore had hauled up a couple
4	6					of points taken brought the sea a little more on the S. and
5	6					to him shaded the sails — but he is one of the old
6	6					school (says, he disdains all tactics) — and goes
7	5		NE 6 E ^l		5 1/2	straight forward like a bull —
8	1	5	NE 6 1/2 N.			At day light Marianne (transport) astern with her
9	5	8	NE 6 N.			M. Topmast rolled away brought to take her
10	6	1	NE 6 1/2 E			in tow — On sig. after we do so to do — At 8 offed
11	6	1	NE 6 N.			it a most horrid sea for boat work with heaves —
12	3	5				— brought out 4 th 3 ^d & 2 ^d wpts let G. S. logals & Stud. S.
						Paperd through a good deal of detached sails
						Conroy NE 6 5 miles

Var. W.	Log Course	Latitude N.	Longitude W.	
allend 19°	N. 11° E ^l	35. 51 Act.	29. 2. Act.	Born. 29. 80
	154	35. 49 Obs.	34. 15 Chas. Act.	Ther. 65. 5
			34. 0 Chro.	Sick 5
				Water 51

HKF	Course	Sea way	Wind	Wca ther	4. 8. th January 1808. Ascension to England
1 2 5	N 6 E ^l	0	S.	3 { Heavy foggy	Marianne in tow. At 12 past noon The Conroy being about 5 miles ahead were taken aboard by the Wind at N 6 E ^l — He made sig. to haul the wind on S. tack — Our boys however we carried up to them and paid their wake altho they stood off with it on the S. tack — at 3 They had the fork. "wind again — At 4 1/2 thick fog saw only the Cens — (5) Taken aboard last off the Marianne showing nearly shaved as by his lazy labourism — Tilled on S. tack and shivered the Cens to do the same — At 6. Agincourt showed a blue light to the West. and it and led up the Marianne and Cens to join him. In 8 1/2 and 2. wpts —
2 2 5	N.		—	2	
3 1 5				1	
4 1 5				1/2	
5 1 8	N 6 1/2 N			1/2	
6 5	N 6 1/2 N		N.	3	
7 3	N 6 N		N 6 W	—	
8 3 2	M 6 W	1	N 6 E	Foggy	
9 2 2	M 6 N		N 6 E		
10 2 3					
11 2 6	M 6 W				
12 2 8	M 6 N				Agincourt N 6 W. 1/2 mile
1 3					
2 3 2	N 6 W		N 6 E	3 1/2	
3 3 4	N 6 W				
4 3 5				4	
5 5 4	N 6 W			1/2 for.	
6 5 4					
7 5 8	N 6 W		N 6 E		Agincourt teleg. meto apist Marianne — asked him if I should tow her? — Yes. — And she asked me, why she had not got of her the S. M. and desired me to make her — At 7 1/4. Her to look her in tow & sent the Boat. 1/4 to see the Capt. & his mate on board — let Conroy N 6 1/2 E.
8 5	N 6 E		E 6 N		
9 4 2	N.	1/2	E		
10 4 6		1/4			
11 4				h. sh.	
12 2 6		0	N 6 E	h. f.	Wind much off let Stud. Sails — Out 2 wpts
77				5 1/2	

Var. W.	Log Course	Latitude N.	Longitude W.	
allend 19°	NE 39 1/2 W ^l	36. 43 Act.	29. 57. Act.	Davon 29. 87
	70	36. 44 Obs.	34. 53 Chas. Act.	Ther. 65
				Sick 5
				Water 50

H	K	F	Course	Wind	Wear	Ther	Date	Ship
1	7	2	NE ^t	S ^o	5 ¹ / ₂	Ok. d. h.	11 th January 1808	Chas Woodrich
2	7	1	NE ¹ / ₂ E ^t					
3	7		NE ^t		5			
4	6	2	NE ¹ / ₂ E ^t NE ¹ / ₂ W ^t		4 ¹ / ₂			
5	3		WN ^o					
6	1	5	ENE ^t					
7	6	4						
8	6	6						
9	5	5			4			
10	4	9	NE ¹ / ₂ E ^t E ^t					
11	7	6	ENE ^t		4 ¹ / ₂			
12	7	7	NE ¹ / ₂ W ^o					
1	6	6	ENE ^t					
2	7	4						
3	7	2			4			
4	7	2						
5	7	2	NE ¹ / ₂ E ^t					
6	7	6			3 ¹ / ₂			
7	7	6						
8	2	2	NE ¹ / ₂ E ^t E ^t					
9	6	6						
10	7	3			4			
11	7	8	ENE ^t					
12	7	5	ENE ¹ / ₂ E ^t		4 ¹ / ₂			

Var. W.	Log Course	Latitude N.	Longitude W.	Bar.
22 ³ / ₄	N ^o 35 ^o E ^t	44. 37 Act ^t	26. 36 Act ^t	Bar. 30. 29
25 ^o	158 ^o	44. 29 ¹ / ₂ Obs ^t	31. 34 Chro ^t 7 th	Ther. 61
			32. 4 Chro ^t	Sick 4
				Water 48

H	K	F	Course	Wind	Wear	Ther	Date	Ship
1	8		EN ^o	SE ¹ / ₂ W ^t	4 ¹ / ₂	B.P.C.	12 th January 1808	Chas Woodrich
2	8	5						
3	9		ENE ^t					
4	4		Lying to.					
5	-	-						
6	2	5	ESE ^t					
7	6	6	E ^t					
8	6							
9	5	8			4			
10	6							
11	5	6						
12	6							
1	6							
2	6							
3	5	5						
4	5	8						
5	5							
6	5	4						
7	6	4						
8	6	4						
9	5							
10	5	4	E ¹ / ₄ N ^o					
11	5	8						
12	6	4	E ^t					
138								

Var. W.	Log Course	Latitude N.	Longitude W.	Bar.
25 ^o	N 60 ^o E ^t	45. 38 Act ^t	23. 48 Act ^t	Bar. 30. 26
	137 ^o		29. 16 Chro ^t 4 th	Ther. 58
				Sick 4
				Water 47.

HKF Course Wind Wca-
 13th January 1808 J. H. S. Woodrich

1	6	4	E 3/4 N	SW	4	dk. gl.	Cens in Tow — ahead of the Conroy —
2	6	8		SW			In Mud 2 nd Royals & Quarter —
3	6	3	E 1/2				
4	6	2					
5	5	4	E 1/4 N				In 1 st and 2 nd reefs S ^l set N. S. Mud 2 nd —
6	4	8	E 1/2 N				
7	6	2	E 1/2 N				
8	6	5	E 1/2	SW			Made sail, Conroy up —
9	6	4					
10	6	2					Set 1 st and 2 nd and Land Mud 2 nd —
11	6	5	E 1/2 N				
12	6	5					Agincourt N. 2 miles —
1	6		E 1/2	SW			
2	6	5					
3	7	3					
4	8				4 1/2		Shooting ahead a little —
5	8	5					
6	8	2				Gl. dk. d.	
7	8		E 1/2 N			C. h. r.	
8	8					clouds in	
9	6	8	E 1/2 N	W 1/2 S		dk. h. r. breaking	
10	3	9	E 1/2 N	W		P. C.	Shifted the Mud 2 nd and heeled accp the
11	8	4		W 1/2 N	5	B. P. C.	Commodore's Arm
12	8	4				B. C.	Agincourt W. 4 miles Cens in Tow, Conroy C.
166							

Var ⁿ W ^t	Log Course	Latitude N.	Longitude W.	
account 26 1/2	N 58 1/2 E 1/2 165'	47. 4 Act.	20. 26 Act.	Bar. 30.22
		46. 32 Obs ^d	25. 54 Chis ⁿ 11 th	Ther. 57
			26. 16 Chis ⁿ	Sick 4
				Water 47
32' S ^o } 4 th Act ^d { Camel 22' = 15' W ^t } in 2 days { 125° W ^t 17. 1 st day.				

HKF Course Wind Wca-
 14th January 1808. Ascension to England

1	8	2	E 1/2 N	W 1/2 N	5	B. C.	Shortened sail to the top sails — Cens in tow
2	7	8	E 1/2 N				Out 2 nd and 1 st reefs —
3	6	2		W 1/2	4 1/2		
4	6		E 1/2 N			Cl.	In 2 reefs — set 1 st & 2 nd & 3 rd
5	5	4	E 1/2				set Mud Tails
6	5	8	E 1/2 N				
7	5	5	E 1/4 N		4		
8	7	2	E 3/4 N				
9	7		E 1/4 N				
10	6	6					
11	6	5					
12	6	4	E 1/2 N				Agincourt SW. 1 mile
1	6	5					
2	6	6					
3	6	5		SW			
4	6						
5	6	5	E 1/2 N			N.	
6	5	5	E 1/2 N			N. S.	
7	5	5	E 3/4 N				
8	4		E 1/2 N			cl. dk	cast off from and made sail
9	2		N 1/2 E		3 1/2		Made sig ^l for St. George's — On sig ^l to reconnoitre —
10	2	5	N 1/2 E	W 1/2 N	3		Made sig ^l to form. Hel. St. George's went large — On sig ^l to Chan
11	4	5	N 1/2 E				Made sig ^l to form. for St. George's N 1/2 W — Commod. hauled out
12	2	5	E 1/2 N	W 1/2			after him then brought up and came down low — Around the
			up SW				Pinch sig ^l from the Chan — a Packet —
							We shortened sail brought to board the L. Arabella packet from New
							York — a great enlargement then on all Americans — Her Imperial ^{ty} not kept, but
							was with frame expected — First heard of Adm. Gambier's success —
							Met at board Commod. with the Master of the Packet —
141							

Var ⁿ W ^t	Log Course	Latitude South	Longitude W.	
account 26 1/2	N 51 1/2 E 1/2	47. 57 Act.	17. 49 Act.	Bar. 30.15
			23. 39 Chis ⁿ 13 th	Ther. 56
				Sick. 4
				Water 46 1/2
32' S ^o } 4 th Act ^d { Camel 22' = 15' W ^t } in 2 days { 125° W ^t 17. 1 st day.				

H	K	F	Course	Wind	Wear	Ther	Q 15 th Nov	Jan ^y 1808	MS Woolwich
1	—	—	Up Straps: NW	3	Ok.	d.	<p>In boat made sail by the wind after the other Stranger that the Commodore had so lately abandoned — At 2¹/₂ Tacked fired 3 or 4 Guns to make her close in — Tacked again boarded her the <i>Pro Marys</i> from New York to Nantes Wound her thence according to the Commodore's directions at 4¹/₂ Rose up made all sail after noon a brig NW with raking masts, and regular set. Answer Commodore's blue light</p>		
2	4	4	S ^o	WNW					
3	3	5	S ^o	WNW	FE				
4	1	6	SWW	WNW	FE				
5	6	—	ENE	WNW					
6	7	5			4				
7	8	—	E 6 N ^o						
8	7	2							
9	6	—	NE 6 E ⁺	W ⁺	3				
10	5	6							
11	5	4	E ⁺						
12	5	5	E 1/2 N ^o						
1	5	—			3 1/2		<p>Agincourt NE 4⁺ all sail set</p> <p>Came up with rear of the Convoy which appeared to be our miswable tow — Shortened sail alongside of her</p> <p>Slight fog. Brought to & took care in tow much NE. swell —</p> <p>Two or three White Gulls about the ship, appear^d very hungry</p> <p>Commodore Brought to, hauled over to him Hon^{or} to, and sent a few letters on board the <i>Parkish</i> — At noon Rose up & made all sail after Convoy</p>		
2	6	5							
3	6	—	E ⁺						
4	5	—							
5	5	4							
6	5	4							
7	5	—							
8	3	—	E ⁺						
9	5	2							
10	5	5							
11	6	—			4				
12	2	5	NE 6 E ⁺						
123									

Var ⁿ	Log course	Latitude	Longitude	
W ⁺		North	W ⁺ ch	
allow ^d	N 58 1/2 E ⁺	48.54	15.27	Bar. 30.12
28 1/2	110.	13 1/2	21.17	Ther. 55
			Chro. 13 1/2	h ⁺ 5
				Water 40

H	K	F	Course	Wind	Wear	Ther	Q 16 th Jan	1808	St Helena to England
1	6	5	E 1/4 N ^o	0	W ⁺	4 1/2	<p>All sail set with fores in tow to come up with the Convoy — Packet keeping company.</p> <p>A strange sail NW W⁺ made Sig⁺ for her, the same brig seen yesterday pm — Made Sig⁺ for her being a brig going large</p> <p>David Stephens fell on board. Hon attack Down boat hit all in vain — The accused brig in tow probably went on him — A smart young man, Capt. M. Pop, just made Boats' mate by way of putting him in a way of promotion The accidental loss of one of a little community, copied up in a few boards, on the wide ocean, is at all times an impressive and melancholy count, but that of a val- uable member of it, in the prime of life, and in high spirits at obtaining what he had long desired is very affecting — So peculiarly so — 2 1/2 years of pain constant had attacked on him — and one always lones those to whom cheer has given you an opportunity of reading two or three little sermons</p> <p>At 9 we bore up & made all sail I believe — New B. Light to Com. at 8 1/2</p> <p>At an wind drove suddenly forward in small sails and 2 up B⁺ — At 8 set his & down — At 8 1/2 M^y Sig⁺ to make more sail set 7 & M^y E 1/4 S⁺ (main running) 8¹/₂ set M^y 1/4 S⁺ — At 11 set Regels & small stay sails —</p> <p>Packet not in sight this morning —</p> <p>Agincourt EN E⁺ 6 miles — Convoy info. Cors in tow.</p>		
2	7	—	E 1/4 S ^o						
3	7	—							
4	6	5	E ⁺						
5	5	5	E 1/2 N ^o		4				
6	5	—							
7	5	4							
8	4	5	Head No?	WNW					
9	—	—							
10	6	—	E ⁺						
11	6	—							
12	6	—							
1	6	—							
2	6	—							
3	3	5	SE ⁺	WNE	6				
4	3	—	E 1/2 S ^o	1					
5	6	4	E 6 S ⁺	W 6 N ⁺ 5 1/2					
6	6	—							
7	6	—	E 1/2 S ^o						
8	4	8							
9	6	—							
10	6	—							
11	5	8							
12	5	8	E 6 S ⁺						
137									

Var ⁿ	Log course	Latit. N ⁺	Longit. W ⁺	
W ⁺				
allow ^d	ENE ⁺	49.45	12.17	Bar. 30.25
29	134	13 1/2	18.7	Ther 51
			Chro. 13 1/2	Sick 4
				Water 44

H K F	Course	Wind	Weather	17 th January 1808	John Woodcock
1 5 6	SESESE	NESE	5	Ok. cl. g.	Cross in fore 3 rd masted B. 9 th Reg ^t
2 5 4					lugging up to Conroy on the
3 6 5	SESESE				Matherton -
4 6 5	SESE				
5 5 5					At dusk Commod. fired a gun and soon afterwards when
6 5 4					he continued about 3/4 of an hour I happened to be
7 4 6					with the same misfortune that I did last night.
8 6					
9 5 6					
10 5 7					
11 5 3	SESESE				
12 5					Against SESE 1 mile
1 4	SESE				
2 4 5	SESESE	NE	4 1/2		
3 5	SESE				
4 5					
5 5	SESE				
6 5 5			5		
7 6	SESESE		P. 1/2		As they sail a W. boat coming down
8 6					Commodore spoke him - no place - he
9 5 8	SESE		5 1/2		stood W. W.
10 6					
11 7 2	SESESE	NESE			Cast off the fore, the sails pretty well by the wind
12 7 2	SESE				and he left her ahead & to windward of all the fleet
					Commod. told me that the Rapier & was seen at war.
					Against W. S. 3'
134					

Var. all over from an	Log Course	Latitude N.	Longitude W.	Bar. 30. 36
indifferent	181.° E	49. 24 Aut.	8. 56 Aut	Bar. 30. 36
amp. with	134'	48. 23 Oct.	14. 46 Chose 13	Ther 52
Minac. Comp.			14. 8 Chose	Water 43
26°	61. 50		13. 0 By Mast. Viper	Sick 3
	38 = 26. 1/2		Spoke from Chose	
			in 14 & 8 days	

H K F	Course	Wind	Weather	18 th January 1808	Ascension to England
1 3 5	SESE	SESE	5 1/2	A. P. 1/2	Made sig. for a sail SESE - Chose 1/2
2	SESE				Brought to board an Amer. in ballast from
3 7	SESE				Lisport to America - (2) Made sail, and told
4 7 5	SESE				cl - some unimportant intelligence to the Commodore
5 7 8	SESE				
6 2 2	SESE				Only to examine the ship - SESE - saw sail SESE
7	SESE				made sail low? then, spoke her a small schooner and
8 7	SESE				the Commodore at the same time - the latter desired
9 5 8	SESE				me to examine a ship he pointed on his lee
10 5 2	SESE				bow before dark - Made sail to the South? At 5 1/4
11 5					saw her - Bruck, told a that thought her to, she
12 4 5					looked long and low - Chose for action spoke
1 4	SESESE				told her as Amer. in ballast from Amsterdam
2 4 8					then as embury on his nation was expected cony
3 5	SESE				cl. low - At (7) hour made sail after Conroy and
4 4 2	SESE				answered at the light
5 4 5	SESE				At 12 Against E. 5!
6 5					Clawing up to the Conroy -
7 4 5	SESE				
8 4 4					
9 4					
10 4 2					
11 4 8	SESE				W. - won and unind about from Against
12 5 4	SESE				St. G. sails
120					Commodore W. 1 - Conroy in company -

Var. W.	Log Course	Latitude N.	Longitude W.	Bar. 30. 33
ascen?	148.° E	47. 21 Dec.	7. 13 Aut	Bar. 30. 33
26°	93'	47. 11. Oct.	12. 25 Chose. Gu.	Ther 49
				Sick 3
				Water 42

H	K	F	Course	^L W	Wind	Wear -ther	J. 19 th January 1808	JMS Woodrich
1	5	2	Nb E 1/2 E	1 1/2	E 1/2	5	Dk. G. Cl.	On Weatherbox of Conroy 16 miles
2	5						L. brist.	Put Ship's Company at 1/2 allowance of bread, thinking
3	4	8					B. L.	now 8 days bread left. —
4	4	5					Cl.	
5	3						Dk. G.	upfousers in G. 1/2 jib and drivers to despatch
6	2		Nb W 1/2					our nocturnal Station
7	4	2	Nb E 1/2 E	1		4 1/2	(5)	Edged down set courses —
8	4	6						Set jib and driven
9	4	4						In 2 ^o
10	3	5				4		
11	3	2						
12	3		Nb E 1/2					Against W. 1/2 1/2 Conroy in Comp.
1	3					3 1/2		
2	2	2				3		
3	1	8				2		
4	1	6						
5	1	4	N ^o					
6	1		Nb W 1/2			1		
7	1						Dk. G. Cl.	Out 2 ^o upf set G. 1/2 and logals
8						0		Wind gusty — none — Confused bark
9			Head W 1/2					no better than 140 fms
10	5	5	ESE	0	NW 1/2	1		
11	1							
12	1	4	ESE 1/2					Against W. 3 ^o — A large Northw. bark
							Chased upwind for N.W.	At noon she made E. 1/2 S. 1/2 W. 1/2 and kept it till 1 bell
	64							

Var	Log Course	Latitude	Longitude	
W.		N.	W.	
all over	N 19 ^o W	48 ^o 7' acc ^t	7 ^o 42' acc ^t	Bar 30.22
26 ^o	60	48 ^o 11' Obs ^t	12 ^o 54' Chron ^o 17 ^h	Ther 48
			13 ^o 29' By Chron ^o (a. R. and 1/2 day).	Sick 4
			35 ^o = 25 ^o W. of Acc ^t in 2 days.	Water 42

H	K	F	Course	Wind	Wear	Ther	8 20. th January 1808		Ascension to England.		
1	1	5	East	NW th	2	B.C.	Several boats passing to and fro in the Conroy.		Cannon signaling and speaking the Ind. 1/2.		
2	2	6			3						
3	3	6	E 1/2 N ^o		4	Cl. H.	In logals and G. 1/2 and stay sails				
4	4		N E 1/2		4	Dk. Cl. G th	Hauled into our station				
5	2		NW E 1/2		5	Ther.	Down of afternoon when with this threatening sudden				
6	5		N E 1/2 E 1/2				bump in January carried single reefed B. 1/2 G. 1/2 Course W. 1/2 N. 1/2				
7	6	6	N E 1/2 E 1/2				till after dark - What Conroy could keep collected there?				
8	7	2	E N E 1/2		5 1/2		(7 1/2) In 2. ^d upf - Sound jib &c. - Up M ^o sail.				
9	7					Drizzle					
10	7										
11	7		E 1/2 N ^o	N ^o	6 1/2	f. 1/2	In 3. ^d upf - Against E N E 1/2 2 ^o				
12	7		E 1/2 N ^o								
1	4	8	E N E 1/2 E 1/2 1/2 way								
2	4	8									
3	5	5	E 1/2 N ^o								
4	4										
5	4										
6	5		E N E 1/2				Set M ^o sail.				
7	6		E 1/2 N ^o		7		Carried away the weather M. S. Sheet - 6 of Conroy is right				
8	6	6					Up M ^o sail Down G. 1/2 & d. (Com. much till 4. th & mark)				
9	6						Close reefed G. B. 1/2 - In M. S. 1/2		Saw the other 2 of the Conroy ahead, and 2 in 8 + 10' or less low at daylight got pretty near up. - It is wonderful that half of them are together today.		
10	7						Close reefed M. S. 1/2 - In M. S. 1/2		- It is a riched peaching Conroy, more sail too. right		
11	6		E 1/2	N E 1/2	7 1/2		In G. B. 1/2 - In M. S. 1/2 & M. S. 1/2				
12	7										
127											

The Conroy from 6 1/2 to 7 1/2 - let her 1/2 quarter with stream of rain & hail.

Var	Log Course	Latitude	Longitude	
W.		N.	W.	
all over	N 58 ^o E 1/2	49 ^o 17' acc ^t	5 ^o 2' acc ^t	Bar 29.86
25 ^o	124 ^o	48 ^o 56' Obs ^t	10 ^o 49' Chron ^o 17 ^h	Ther 48
			10 ^o 55' Chron ^o	Sick 3
			21 ^o 1 ^o of acc ^t	Water 41
			6 ^o = 4 ^o W. of acc ^t	

H	K	F	Course	L	Wind	Wear	Ther	21 st January 1808	J. M. S. Woodcock
1	4	4	E ^t	1 1/2	Est. 8	Rs E ^t		Closed up M. S. & F. S. — M. S. sail	
2	4	-						Another poor old invalid	
3	3			2				Dr. Dinkwater from the Cape	
4	3	5	E 1/2 S					hospital, worn down by disease	
5	2		E 1/2 S					and let estimate, departed his life.	
6	6		E ^t	1 1/2	R ^o			Just at dark in a hard gale the Agincourt bore up	
7	5	2						I suppose to close the convey — then backed her	
8	4	6		2	N 1/2 E ^t			M. S. — Backed once — at 5 Tilled —	
9	4	2						Down M. S. W. S. —	
10	3	6						Aginc. fired a gun.	
11	4			7 1/2					
12	4		E 1/2 S					Agincourt E. N. E. 2 miles	
1	3	8		N 1/2 E	7	P. cl.		Aginc. burned the light	
2	5							S. — D.	
3	4								
4	3	5	E 1/2 S						
5	3	5	E 1/2 S					Set F. S. after Commodore	
6	3	3						Commodore pelting away from us supposed he	
7	3	3						saw something — let us M. S. & F. S. —	
8	3		E 1/2 E					Made Melabar's home then, Sig. to make more sail.	
9	5	5	S E 1/2 E 1/2	N 1/2 E				At 10. Commodore wore down? — with Sig. flying	
10	6	5		N 1/2 E				for ship to windward to have done — at 10 1/2 he	
11	4	5		N 1/2 E	W			made my Sig. to keep convey within limits of their	
12	3		M. S. N. 2	6 1/2				station, which Sig. is the present situation I did not exactly	
								comprehend — the Sig. to have done which then only applied	
								to Com. I could not expect having ton N. S. — Don — Purty	
								after he telegraphed me to fire at Margarin. He was at work	
								which brand? kind a shot at him — why I could not tell	
								97. Sound? at noon when the line stopped at 67 1/2 and then but nothing came up on the tallow.	

Var.	Log Course	Latitude	Longitude	
allowd		N.	W.	
25°	1.87° E ^t	48. 51 Act	2. 46 Act	Bar 29.90
W.	90	48. 43 Obs.	8. 39 Chro. "Ent."	Ther 41
8' 50"	2 of Act.	9. 12 Chro.		Lick 5
33' = 21' W.				Water 40

Probably some of this should be ascribed to the calm blowing away the bits of the line, & to cold figures.

H	K	F	Course	L	Wind	Wear	Ther	22 nd January 1808.	Ascension to England
1	3	8	M. S. N.	2	N E ^t	6	B. Pd.	Closed up S. S. F. S. — Dodging to wind of convey	
2	3	5						Commodore decapitated S. S. — up F. S.	
3	2	5						Abast of bear — set F. S.	
4	4	5			5			Set main sail	
5	4	5							
6	4	5	N 1/2 W		N E 1/2 E ^t				
7	4	2							
8	3	6							
9	3	6	N 1/2 W						
10	3					4			
11	3		N 1/2 W		E 1/2 E ^t				
12	2	5				3		Agincourt N 1/2 W. 3'	
1	1	8				2			
2	1					1			
3	1								
4					calm	0		up courses	
5									
6			Head						
7			mostly						
8			to the				B. L.	up G. masts with Commodore	
9			Northward					kind and found no tide — Sounded 101 fms greenish sand.	
10			and West.						
11								up G. yards with Comm.	
12	4		N E ^t	0	S W.	1		Set logals & G. Mud 1/2	
1	2								
								Agincourt N 1/2 W. 3'	
49									

Var.	Log Course	Latitude	Longitude	
W.		N.	W.	
Obs. and allowd in the Comp. layer	46'	48. 52 Act	3. 54 Act	Bar. 30.07
24-22	N 79° W.	48. 53 Obs.	10. 21 Chro. "4. 3"	Ther 43
			9. 53 Chro.	Lick 5
	28' 18" E ^t of Act.			Water 39

28' 18" E^t of Act. — I fancy then Com. cannot always off with the ship. Had my fairly to get to the anchor of cold figures — fact? as within this hour on 19th found any in boat.

H	K	F	Course	Wind	Wear	Ther	h. 23 rd January 1808	JMS Woodrich
1	2	8	NE ¹	SW ¹	2	cl. thick	Hauled up tow ^g on station -	
2	3	4		SW ¹	3	B.L.		
3	4		NEE ¹	W ¹		cl.		
4	2	8	WNE ¹				Sounded 92 fms fine greenish sand - Borep in the	
5	3	8	ENE ¹		4		near of Conroy under 30 th up to S. and N. E. 4 th	
6	4					cl. h	Commodore made headmost ships bring to & close	
7	5	5		WS ¹			In M. 4 th	
8	5	3				drizzle		
9	5	3		WSW ¹	5			
10	5	8	ENE ¹			cl. thick	Set Tonsail.	
11	6	8	E ¹				Agincourt E ¹ 1 st	
12	7	8						
1	7	6						
2	7	4						
3	7	4						
4	7	6					Agincourt 6. light.	
5	7		E ¹			W. 4 th	Made sail to close Commodore - Papad the line	
6	8	2						
7	8	2	E ¹				Conroy is tilt except Conroy -	
8	8	5					Commod. brought to - then to - 69 fms away -	
9	9	7	SE ¹				Down up - Conroy asked	
10	10	2					Commodore made by for being the land.	
11	11						Commodore brought to for Conroy - Sounded 67 fms away	
12	12	6	SE ¹				Out by to examine a stranger to wind - Conroy does	
							Sounded the Aurora of Baltimore to Com nd detained by Rose.	
							10 th Down up by? the above to Commodore & made detail	
							after the Conroy -	
							Agincourt & Conroy E ¹ 4 th - Conroy ahead	

Var. W ¹	Log Course	Latitude N.	Longitude W.	
On? tall?				Bar. 29.86
25 th	N 59° E ¹	49.. 55 Aut.	1.. 16 Aut.	Ther 50
	120	49.. 42 ¹ / ₂ 04 th	7.. 15 Chas ¹ 4 th	Water 38
			7.. 20 Ind. Chas ¹ 04 th	Sick 6
			7.. 25 By soundings	

H	K	F	Course	Wind	Wear	Ther	h. 24 th January 1808.	Ascension to England
1	6	4	ESE ¹	WNW ¹	3 ¹ / ₂	7 th	All sail standing after Conroy.	
2	6	2	E ¹	W ¹			The Agincourt spoke the Plow - Short sail.	
3	5	5	ESE ¹		3			
4	4	8				W. 4 th	Set about to Commodore for a newspaper	
5	2	4	ESE ¹	WNW ¹			In 2 up B ¹	
6	5	4	ESE ¹					
7	5	6				1 st 4 th		
8	5	3						
9	4				2		Saw a light supposed to be St. Agnes - NW ¹	
10	4							
11	4		ESE ¹				55 fms red sand & shells	
12	2	2					Agincourt E ¹ 2 nd	
1	3		E ¹				fine gun & blunthighs	
2	3	2					occasionally	
3	5							
4	4						Sighted lights NE ¹ 4 th	
5	3	5	ESE ¹					
6	4							
7	5					2 ¹ / ₂ B.C. 1 st		
8	4		E ¹				Sighted Lighthouse N ^o 4 head 18 ¹ / ₂ by from latitude	
9	4		E ¹				linked back	
10	4	5					A small merchant brig joined the Conroy.	
11	4						Two Thunder Deckers and three Armed Brigs & Scorpion	
12	3	5					sailed towards Plymouth	
							Commodore N ^o 1 st	

Latit. N.	Longitude W.	Bearings at Noon	
49.. 46.. 20 04 th	At 9 th am by Chas ¹ 53 eling 5 th 53.	Black Head	Bar. 29.69
	by Chas ¹ 53 eling 5 th 53.	N 1 st W ¹	Ther. 50
	by Chas ¹ 53 eling 5 th 53.	7 th 1 st	Sick 4
	by Chas ¹ 53 eling 5 th 53.	8 th 5 miles	Water 37

HKF Course Wind Waa-
the D 25th January 1808 L. N. S. Woolrich

1	6	E ¹ N ^o	W ^t	4	B. C.	White Top sails and 7 th C.
2	6					Best the cables—
3	5 5	ENE ¹				Sybil's paper working down
4	2	E ¹ S ^o				Start ENE ¹ 5' lead
5	4	NESE ¹				
6	6 5	E ¹ N ^o				
7	6 4	E ¹				
8	5	E ¹ S ^o				
9	5 2	E ¹				
10	6	E ¹ S ^o	W ^W			
11	5					
12	5 2					Agincourt E ¹ 2'
1	5 5	E ¹ S ^o				
2	5 5					
3	5 8		W ^W			
4	5 5					
5	4 8					
6	6					
7	4 8					
8	6	E ¹ N ^o	W ^W	7	Long squall	Patland R ¹ W ¹ about 4' lead— 30 fms rough 9'
9	5			5	B. C.	Sack Tar astern 10'— a very suspicious looking brig (with two masts, tops near the standing off) about 7' astide of us— made sig. to the effect to Com.
10	5					Wrote on board the Commodore and see? order to proceed to the Downs with Lashington, Star & Jolly Tar.
11	5					Parted Comp. ¹ from Agincourt who stood for Dannon with the transports.
12	5	E ¹ S ^o				Short Tail to close the Jolly Tar 5' astern
134						

Bearings at noon

Agincourt NESE¹ E¹
Dannon ENE¹
Bar. 29.29
Ther 42
Sick 4
Water 36

HKF Course Wind Waa-
the J 26th January 1808 Ascension to England

1	5 5	E ¹ S ^o	W ^W	5	B. C.	B' on the cap, Conroy in Comp. ¹ except Sack Tar
2	5 5					In 2 nd and 3 rd comp. B'
3	5					How to for Sack Tar— spoke him— he had instructions from the Chickster gave him a blue pen ^d — Took the opportunity of peeping the Lashingtons— found but two worth taking—
4	3		W ^W	8	L. S. S. S.	at 4 a very heavy squall with snow lying to for boat at the Bonap— Dannon NESE ¹ 8' Thermometer 34°
5	3	ESE ¹ E ¹		5	B. C.	
6	4					
7	5					
8	5 5					Dannon B. C.
9	4 5					How to for that rascally Sack Tar— Down up within.
10	4 5					
11	6 2					
12	6					Conroy in Comp. ¹
1	5 2	E ¹ S ^o				
2	4					
3	3 2				3	
4	3					
5	2 5		W ^W	2		
6	1					
7	2	NE ¹ E ¹	E ¹	1	Heavy squall	Made Conroy sig. at 7. to heave on S. P. ¹
8	3 5	E ¹ N ^o	NE	2		Exchanged numbers with Boadicea going down channel.
9	3 5					
10	4 8	E ¹ N ^o				Sig. to make men sail.
11	3 5	ENE ¹	SE ¹	3		
12	2 8					Clouds apparently rising to the NE ¹
97						

Bearings at noon

Fairlie— NE¹ W¹
Beauchy NW¹ W¹ 5' lead
Bar. 29.10
Ther 40
Sick 4
Water 35

HKE		Course	Wind	Wear	Ther	27 th January 1808 HMS Woolwich
1	2	NEE	NW	2	cl.	Under easy sail for Larkington, Star + Sea down
2	2	5			from	
3	2	5	ENE	4	B.C.	Song appearance of a fresh NE. after and rising
4	2		WNW	5		then and no probability of continuing with it with
5	1	5	NW	NE	Shaly NW	their ships I determined to lay her head to the N. E.
6	2				Ther	if the wind continues E. I shall have a short run
7	3	6	NW	NW		to the Ours — if it blows again to the NW in the
8	3	2	NW	6	AC.	night I shall have just a few per distance to
9	4	5	NE	NW		me to the Towland before morning —
10	6		ENE	NW	6 1/2	At 8 - The wind being decidedly from the
11	5	8	NEE			Westward Tacked making this sig. at 9
12	4	8		6		when Corcoran had tacked and closed stand for
1	4		NW			the Towland — Set 7 1/2
2	4		NEE	5		at 1. about 10 1/2 light 5 miles —
3	3	2		4		up W. Hatched the wind to wait in this
4	3	2		3		site for daylight & the flood tide —
5	2	5		2		Now to the S. E. to S. Towland light NEE
6						Saw the Agincourt going to the wind
7						6 1/2 Down up made sail after the Commod.
8						
9						
10						
11						
12						
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Abstract of Distances
run this Voyage.

From Plymouth to St. Vides	7450	nautic miles	Total run last voyage	333 13
From St. Vides to Cape G. Hope	3831		to India & back	
From Cape G. Hope to St. Helena	1587		This Voyage to St. Vides	190 25
From St. Helena to Ascension	687		Cape, & home	
From Ascension to Downes	5470		Total run in Woolwich	523 38
	19025	Total run.		

Bar. 29.39
Ther. 70.30
Wind. 39
Sick. 4
Water. 31

January 1808	Wind	Wear	HMS Woolwich	Downes, & thence up the Thames.
4.28	SW	8	Ther. 2	Under night rain & Gale — Much E. M. — Down
	WN	5	cl.	to a whole cable — Came down the Sultan 74. and
				a fleet of Indiamen —
2.29	WN	6 1/2	B.L.	Am. Agincourt met up to Chatham. Took the Guard
	WN	7		
4.30	NW	5	B.L.	Am. up E. M. & Yards — Recieve Burr.
	Calm		Ther. 7	
0.31	Calm	0	sr.	Am. My orders came from short at noon weighed
	W	5	cl.	for the Lion. Pilot.
February	W	5	cl.	Made sail (2 1/2) Brought up in 9 fms. Margate NW
D-1	WN	3		to Towland Lho. S 1/2 W. — Buoy NE 1/2 mile —
	WN	3		Certainly coming down — anchored nearest —
	WN	4		AM. Weighed made sail by the wind working
				up towards the bore.
8-2	WN	4 1/2	cl.	Working up towards the bore. 2 1/2 Made our
	W	6	cl.	run to Admiral's Flag — (4) Having passed
				the bore came to in 9 fms. from light SE 1/2 S. —
				buoy NE 1/2 — AM. Curse this lazy lubber of a
				pilot he will not start with so much wind.
8.3	W	8	cl. 1/4	Sent about to Admiral's Ship to borrow some
				bread. — Started all the Powder. AM. Got
				down all the stand S. forms to turn up the casing
				against this fine breeze.
4.4	W	4	P. 1/4	Having belied this old bigbellied pilot into
				proceeding — half past noon weighed and
				tacked filled, & tacked over. — (4) Came to in
				a very heavy squall in sea reach 10 fms. The sea
				houses. NW. — Light breeze. AM. Preparing to proceed.

February 1808 Wind Weather HMS Woodlark Proceeding up the Thames

	W.	4	B. h.	At half past noon weighed and worked up towards Gravesend - but little wind in that Reach and several ships at anchor, from the extreme ill management of the Pilot in taking in the hawse of the <i>Salentia</i> Ind Ship we were driving on board of her - anchored and checked the ship but not before we had comeid away her jibboom - ran a hawse to the Dromedary, shewed the ship off, up anchor and dropped higher up. Came to in 8 fms abreast of Tilbury Fort. AM.
♀ 5 th	W. W.	3	P. h.	Rec'd. Order from V. Adm. Stanhope - Made by J. P. R.
	W.	4	Fog. h.	At 1. pm. weighed, backed and filled up to Northfleet (Jackson Pilot a cheek headed skilful man) - then made sail backed frequently through the Northfleet Hoops, and the Ind. Ships at Greenwich (5) Came to off
♀ 6 th	W. N.	8	R. M.	Pufflet between the two Salties, on R. side in 4 fms Am - Sent all the Powder on shore and an officer to Woodlark to see why no Gunboy came.
	W. S.	8	S. h.	Waiting for Gunboy and Pilot Done Gun?
	W.	5	cl. M.	
D. 8 th	—	0	h. M.	Do Do
	W. W.	2	h. v.	
J. 9 th	W.	2	h. v.	Do Do
♀ 10 th	W.	1	h. v.	Am. Gunboy came, sent away all the guns and Gunner Stow. - no Pilot yet.

February 1808 Wind Weather HMS Woodlark Towards Woodlark.

	W. W.	3	B. C.	Pilot came on board Robertson - Am. Unmoored (10) weighed Dropped up a little but the pilot an ignorant timid old rascal became frightened, and wished on returning to Pufflet, Down up anchored and moored - In doing all which he all but me on board the <i>Perseus</i> Indiamen came to while going 7 knots and scraped my copper & my cable horribly.
♀ 11 th	W. W.	6	cl. M.	Moored. Wind falling wanted the Pilot to unmoor for the night tide, &c - The <i>Perseus</i> Ind. Ship however went up the night tide (a light air &c.) but the Pilot was then too drunk to wish him to follow her - Am. (10) After some altercation the Pilot agreed to unmoor - He took up the wrong anchor (fool too) and then not being time to drop it and unmoor the other way and having no spare anchor and apprehending that the other anchor was foul I could not keep the anchor & cut the chain so I was obliged to moor again having first reset my gale on him in an oblique position which I hope will remember.
♀ 12 th	W. N. E.	7	h. snow.	Am. Unmoored betimes with consulting him.
	W. N. E.	7	h. snow.	W. weighed and backed & filled up Rands and with Reaches
	W. N. E.	7	h. snow.	Working up with Reach, 2 nd Tacked several times to weather ship took 7 th sailed up the Gallies hauled up Woodlark Reach 3 rd Tacked about the D. G. 2 nd Shorthand
♀ 13 th	W. N. E.	7	h. snow.	Sail Home to (8th. made) only one 4 oared Launch from yard to attend us - M. Andrews Assistant Master Attendant came on board, and between him and the
♀ 14 th	W. N. E.	7	h. snow.	

February 1808 Wind Locat: HMS. Woolwich — At Woolwich

the above Pilot (for whom I had been detained four days, who unnecessarily detained me 2 more days, who might have frightened, & anchored again, who nearly ran me aboard of the only ship there, who ruined my cable, and damaged my Copper, who moored me with a foul anchor, and unmoored me with the upper cable, who timid & ignorant annoyed me and every one else in the working the ship, who laid our head on the flood as he thought in Woolwich reach after the Ebb had made, is that this latterly old viper in conjunction with Mr. Adm. Rankin and the crew of the Adventure's Quarters (moored head & stern) against which the tide set so forcibly that had not a kedge luckily hooked a moving chain she would not have been how clear that tide and the ship's back from the position of the bottom must have been ruined — I shot after much noise, confusion, counter orders and folly the kedge held and we were along side the bulk — Vice Adm. Harshop's flag in Matilda — no Pendants flying here. Am. no orders for us —

D. 15.th No. 4 Forty. W. A lighter weighed our → — Lieut. Pennell Water
 ♂. 16. W. W. Showers of snow — Haeking salt water
 ♂. 17.th W. W. Loosed sails to dry —
 ♀. 18.th W. W. Moderate & fine
 ♀. 19.th N.E. Light breeze — Loosed sails

February 1808 Wind HMS. Woolwich At Woolwich

h. 20. W. Light airs and fog —
 O. 21. E. Light breeze and frosty —
 D. 22. E. Truckmen — Smart post — Chichester S.S. came up
 ♂. 23. E.N.E. D. D. — Chichester S.S. came up
 ♂. 24. N.W. D. D. — Our gunnery ordered to be discharged struck G.M. on deck — and L. & P. & M.
 Loosed, dried, & unbeat the sails — unron the running rigging — Sent away the Ab. Ord. & L. Men to the hammer, by a Deptford Trawler
 ♀. 25.th E. Moderate and cloudy.
 h. 26.th W. W. Discharging the Brass Ordnance (from Cape R. H.)
 h. 27.th W. D. D. — Discharging the Brass Ordnance (from Cape R. H.)
 O. 28.th W. D. D. — Lieut. order to Dock, just one month after my arrival in England — 3 weeks after being in long reach & a fortnight since we came up to Woolwich!!
 D. 29.th W. W. Light breeze with showers of rain, Disch. 3. Sand Ball. Finished 5. P.M. with 100 cases alongside for direction from Deptford, by direction of a Court Marshal.
 March ♂. 1.st Moderate — Discharging sand ballast
 ♂. 2.nd D. Disch. the ordnance & ballast
 ♀. 3.rd W. D. D. Lieut. Douglas discharged 1. ordn.
 ♀. 4.th E. Light airs and fine stripped the Topmasts.
 h. 5.th E. Mod. with Frost Implored as above — Lieut. 19 Grenadiers Pensioners —

March 1808 Wind HMS. Woolwich at Woolwich

O - 6.th E. N. Moderate and cloudy
 D - 7 E. N. D^o - Getting out old H^o - Got the tops off -
 J. 8.th E. N. D^o - Sent all the old H^o from the Cape on shore,
 a West India boat ran on board it snapped the Shack^l.
 J. 9 E.^l Shifting the stores onto the bulk
 J. 10 E. N. E. Showers of rain - Getting out the ballast
 J. 11.th E. N. E. Chickster went up to Deptford, our men a fishing
 J. 12.th E.^l Moderate and cloudy -
 O. 13.th E.^l Camel S. S. Came up -
 D - 14 E. N. D^o Dropped alongside the three bulk
 J. 15 E. N. E. Getting out the shingle.
 J. 16.th E. N. D^o Sent down Mr. G.^d and Mr. J. P.^t
 J. 17 E.^l Cleared the ship.
 J. 18 E. N. E. Surveyed the running rigging
 J. 19 E. S. E.^l Got out the masts and Bowsprit
 O - 20 E.^l Hauled the ship back to the bulk.
 D - 21 E. N. D^o Dick.^d L.^d D. Callaway into Warspite as 1.st L.^d
 J. 22 E. N. E. The Boatswain changed into Tartar, surveying
 the stores. -

March 1808 Wind HMS. Woolwich at Woolwich

J. 23.rd E. S. D^o Light breeze - returning survey rigging -
 J. 24.th E. N. E. Ready for Docking but Dark fell, and 3 hours before
 J. 25.th E. S. D^o Light breeze and frost
 J. 26.th E.^l D^o -
 O. 27.th E. S. D^o Dark cloudy W.
 D - 28.th E.^l Fitting the rigging.
 J. 29.th E.^l Carried some flat bottomed boats to Northfleet
 J. 30 E. N. D^o D^o -
 J. 31.st E. N. E. D^o - D^o -
 April.
 J. 1.st N. W. D^o D^o - Sent all our men to Thunder Bomb to fit
 her out. -
 J. 2.nd N. W. D^o - D^o -
 O. 3.rd S. W. Came down the Bombay & Tartar.
 D. 4.th S. W.^l Lieut. W. M. Kelly as joined as 1.st L.^d
 J. 5. S. W.^l Fitting out the Thunder -
 J. 6.th N. S. W. D^o - D^o -
 J. 7.th N. W. D^o - Showers of rain, may it rain or this day
 J. 8.th N. W.^l Look out 25 ton of Iron ballast from aft to bring
 the ship more on an even keel.

April 1808 Wind At N^o 1 Woolwich, at Woolwich In Dock 14th —

h. 9th hnw Fine weather — Fitting the rigging

o - 10 hnw D^o —

d. 11th Mr. D^o — Bombay went into Dock to be coppered.

♂. 12th hne D^o — 9th pulled men from Wms. Ariel —

♀. 13 W^h D^o — Gorgon came out of Dock.

4 - 14th M^h Docked the ship.

♀. 15th hnw Fine weather — Employed about the rigging.

h. 16th M^h D^o — D^o.

o - 17th N^o D^o —

d. 18 M^h D^o — Fitting the rigging —

♂. 19 M^h Cloudy. D^o — Thick snow.

♀. 20 hnw Light breeze & hard frost

4 - 21th hne D^o Employed about the rigging.

♀. 22 hnw D^o D^o — Showers of hail —

h. 23 hnw D^o — Flying Showers —

o. 24 hnw D^o — am. Squally with rain

d. 25th hne Thick squally breeze —

April 1808 Wind At N^o 1. Woolwich at Woolwich. In Dock 'till 29th —

♂. 26th hne Moderate and cloudy — Getting in for ballast

♀. 27th hne Rain. Ist Potter see? the remainder of his penish. ^{4th Feb^{ry} 29th} alongside the Camel.

4 - 28th hne D^o Weather Employed about the rigging —

2 pm. The ship came out of dock ^{to Sheehall.} having received sundry repairs — 5 new beams under the keel — and the spar deck new fore and aft. — The cabins &c. all repland on the old ship establishment — I never saw a worn deck laid on worse work altogether and accompanied by a disposition to thwart and dis- oblige, when it lay in the power of the Builder or his Gang — Wherein I obtained a Permission to the H.C. — and came on to the S. quarter — and I had the copper raised the height of one sheet forward — she had been coppered 22.6 A — 20.0 F. — How differently the work is done here and at Plymouth!

h. 30th hne Returned several Pensioners to Greenwich and m^d. some in lieu.

May

o. 1 hnw Light breeze and fine weather

d. 2nd hne Tilling water — Scraping — &c — M^h Attend^{ts} began to put in the Stone marks and spars —

♂. 3rd hne D^o D^o D^o —

May 1808	Wind	H. M. S. Woodnick at Woolwich
8. 4 th	ESE	Light breeze and fine weather — Got in the Brig. mast and bowsprit
4. 5 th	N. W.	D ^o . D ^o — Lamsdell & Davison who departed at the Cape of Hope were sent home in the Diadem and now joined.
♀. 6 th	SW	D ^o . D ^o — Stowing spars — scraping —
h. 7	SW	D ^o — D ^o — Got the T. & M. M. in.
0. 8 th	SSW	Showers of rain
5. 9 th	SW	Weather D ^o — Receiving Stores — Contract riggers begin at the ship.
♂. 10 th	SSW	Showery — Crew on board the Bombay — Mod. & fine — One people on board the Devastation every day the few Pettys belonging to the ship, and the Greenbacks have some job or other — By & by the Adm ^l . will be growling at our tardiness —
4. 12 th		Invincible, Bombay & Devastation, went down
♀. 13 th	WSW	The Camel came alongside our hull
h. 14 th	SSW	Receiving Malta Stores — Fine weather
0. 15 th	South	Fine weather —
D. 16	WSW	Receiving Stores —
♂. 17 th	WSW SE	D ^o — Rec ^d . 13 Samaria Insects to be burned.
♀. 18 th	ESE	Our men returned from the Devastation
4. 19 th	ESE	Rigging — Rec ^d . Foreign Stores &c —

May 1808	Wind	H. M. S. Woodnick at Woolwich
♀. 20 th	ESE	Riggers on board — Fine weather —
h. 21 st	SW	Showery — Rec ^d . some of the Ship's Stores —
0. 22 nd	SW	D ^o — Completed the Provisions to 24 weeks
D. 23 rd	W	D ^o — Riggers left us — Blacked the yards.
♂. 24 th	W	Heck brush — Telling water. —
♀. 25 th	E	Receiving Foreign Stores —
4. 26 th	ESE	Showery — Wedged the masts — & set up the rigging
♀. 27 th	SW	Taking in Stores &c.
h. 28 th	SW	Scraping &c &c.
0. 29 th	SW	Light breeze Fine weather — Tidied the E. M.!
D. 30 th	SW	Hauled back to the shipkalk, to take in a large made mast for Gibraltar
♂. 31 st	E	Fine weather. Taking in Stores —
<u>June</u>		
♀. 1 st	SW	Some Showers — Taking in Stores —
4. 2 nd	SW	Fine W th — Rec ^d . Malta Stores
♀. 3 rd	SSW	Rec ^d . the Mast and spar &c!
h. 4 th	SE	Showery — Employed about the hold.
0. 5 th	SW	Modest & fine W th —

June 1808	Wind	At Woolwich at Woolwich & Northfleet.
3-6 th	M ^t	Moderate & cloudy Filling water etc.
5-7 th	W ^m	Shovelling — Shifted the ship's stores from hulk
8-8 th	W ^m	Got the cables on board — and other stores.
4-9 th	M ^t	The Tonic store completed — Shifted the crew from the hulk and cleaned her. Brought sails
9-10 th	W ^m	Light breeze — Pilot came on board Brought cables Detained for want of men
6-11	W ^m	Waiting for hand to bend sail & clear the ship
0-12 th	W ^m	Light air W ^m 12 Yachtsmen, Brought sails — not wind enough to proceed.
13 th	W ^m	Waiting for a favourable breeze
14 th	W ^m	At 3 pm. A light NW breeze sprang up, Cast off with one launch to assist — Made all sail. At 7 pm. Came to off Northfleet — At 5. Mighed and made all sail — (9) Skened alongside the mooring lighter and took in the Bridles (the 5 th pair from the India arms pier — Brought, Venerable & Ariel here.
15 th	M ^t	Unbent M ^t & small sails — Scraping and cleaning — Landed one boat —
16 th		Six show boats came down — Stowed them on Skids over the Quatre Dub

June 1808	Wind	At Woolwich, Northfleet.
9-17 th	M ^t	Moderate and cloudy — W ^m the Gun —
18 th	W ^m	Scraping and painting — W ^m the Powder
19 th	W ^m	Light breeze & shovelling — Painting —
20 th	W ^m	Scraping and painting
21 st	W ^m	Poor W ^m Vigand Marine fell on board and from the lapid tide was drowned before any boat could reach him —
22 nd	W ^m	Painting, setting up the rigging —
23 rd	W ^m	W ^m — A heavy rain
24 th	W ^m	Dried sails — Clear & fine W ^m — Reported ready to proceed to home.
25 th	W ^m	Painting — W ^m 20 Shipwrights for Malta
26 th	W ^m	W ^m — Papered up W ^m (Cubur)
27 th	W ^m	Getting ready for proceeding to the Home —
28 th	W ^m	W ^m — W ^m
29 th	W ^m	W ^m — W ^m
30 th	W ^m	W ^m — W ^m —

July 1808 Wind Ann Woodwick — Northfleet and Rose

♀. 1st ESE. Moderate and fine weather — we? 30 Super from the Festoon and returned one Grant's pension to her

♀. 2 NE. Rattling, squaring the rigging — we

♀. 3rd NE & W. Returned the Festoon's and we? an equal number of the Scepter from the Bombay.

♀. 4th 0th 0th wind — At night calm & heavy rain

SW. Breeze freshening at SW. — Slept in C. with

W. Bombay made sail down Greenwich road, wind

W. drawing round to the NW. — Hauled through &

♂. 5th NE. Hope and made all sail (8) Came to at the Rose

NE. Sm. Down in 7 pm wind flew round to NE. — Vened away and moved — Now light N. Skurmy P.

W. — B. B. in 4 pm — Ramme V. adm. Willer Bombay

accident, Iphigenia &c. here — W. rounded the Bell

♀. 6th WNE. Waiting to be manned —

♀. 7th 0th D. D.

♀. 8th WNW. D. D. Aboukie came down from Blackstake

we? a draught of landmen

♀. 9th 0th Waiting to be manned —

♀. 10th W. D. D.

July 1808 Wind Ann Woodwick — Rose, & Down Channel

♀. 11th 0th 2 Fine Weather — Waiting to be manned —

♂. 12th SE. 2 D. D.

♀. 13th SE. 2 Completed the Gun from the Ramme — ~~AT~~ Dis- charged the Superann. Scepter into the Ramme — The Comptrolling Pay Captain (Mansfield) and his gang paid the ship Pilot came on board, Beamsend.

♀. 14th 0th 2 Light vari. air 4. Weighed and dropped down to the Buoy of the Monce having N. — E. buoy of the oaze SE & S. — ~~AT~~ 4 Weighed, wind died away anchored again —

♀. 15th W. 2 (1) Weighed dropped to the West. of the buoy and made all sail down sm. (5) About the Whitaker full calm — A light breeze from the E.

NE 1-3 Tacked frequently (11) & at daylight found the

5 Gunfleet beacon N. 2 1/2 miles — ~~AT~~ (5) Weighed

6: turning down with a fresh breeze D. inf. Thick fog

(9:5) Cleared away a little. Set W. S. — Saw the Stark Light

1.6 W. 2 miles — Thick fog again — Raped the Long sand head & Kentish Knock, Down up and

Set E. S. —

♀. 16th NE 5 Made all sail for the Down — (3) Short Tail set the Pilot on board the flag ship. Down up again and made all sail Down Channel — (S. Vellus, Tiquard, ~~Byre~~)

4 in the Down — (6) Port Towland S. 8. 6' — (9:5) Dangers

♂. 3 Light N. 8' — ~~AT~~ (3) Rattling air all round — (7:5) Spoke the Hero going to the Et. — V. W. westerly air — Now Raped to the Mo?

July 1808 Wind West. HMS Woodcock, Down to Spithead.

17th W.N. 3 W.S. - Fog cleared away - In 1st light - Dannon
 5 H. -
 3 W.N. 3 C.C. Tacked in at 8 Tacked off into 10 fms Ours at 8 E. 2
 1 1/2' - 10 Calm M. Light breeze (5) Passed
 an American from Plymouth (8) Tacked off
 Selma (9) Tacked in towards Spithead -
 (10) Came to in 8 fms Kicke point N.W. -
 W.N. 2 B.C. South Sea Castle E.N.E. - Moor - R. William
 3 South. Adm. Mortage - Revenge - B. more and
 some small craft here

18th Calm 0 B.C. Put myself under the orders of Capt. B. of
 W.N. 1 of the Pomona with Conroy -

19th W.N. 2 B.C. Came in la Gloire with N. Adm. Otter's flag
 and a large Conroy with Hydra & Porpoise
 from the West. - And Cadmus with
 Lieut. J. Morris's Swedish Expedition -
 Punished Hyet Pender Marine with 18 lashes
 for insubordination & John Jenkins for
 obscene conduct -

20th W. 2 B.C. Had last day's obs. for this -
 W.N. 6 B.P.

21st S.W. 5 C. Sent two men to the hospital
 H.R. C. M.

22nd S.W. 6 C. Spar. Iphigenia came in - Weekly Acc^t

23rd S. 5 C. Scrubbed hammocks -

July 1808 Wind West. HMS Woodcock, Spithead & Yarmouth.

24th S.E. 2 B.C. Little Bell with a pica Conroy sailed -

25th S.E. 2 B.C. Pomona & Med. Conroy dropped down to S. Helen's
 I was permitted to remain at Spithead in order to
 go out through the Needles when the former should
 W.N. 3 1/2 H.R. bright at S. Helen's M. Towards of rain

26th West. 6 H.R. Heavy rain. Dried sails set up the rigging
 4 B.C.

27th West. 3 B.C. Tigre came in from the Baltic - M - 3 3/4 Days
 S.E. 4 H.R. to be more - Heavy fog at the anchor - Horn
 shaker in D. & piped to make fast 7 1/2 - Our sig.
 twice made by Pomona to proceed on service pre-
 viously ordered - 10 - Attempted to weigh - After
 heavy heave - Broke the mizzen - Tons and
 one 1/2. Weighed made all sail towards the needles
 3 1/2 Def. Cadmus made her sig. to weigh with Expedition
 for Spain - Rapid Course -

28th S.E. 3 Fair. All sail running down to the needles
 against a strong flood - (1/2) Came to off Yarmouth
 with B. hoisted having made sig. for Lieut. J. Dabry
 (2 1/2) Having hoisted them in and just tripping the
 anchor the wind came in sharp in at S.W. -
 S.W. 1 Drop. Discharge of ship here - She telegraphed as the wind
 lay in fore ground - Weighed & run into a chain
 butt - heavy rain - 17. Sound P. W. S. - Yarmouth
 W.N. 6 H.R. Castle S.W. 15 fms - Horned heavy rain all
 night. M - (6) Cleared up a little - Master
 W.N. 5 H. thinks we should not gain ground if out. Rain

H	K	F	Course	Wind	Wra ther	5. 2. August 1808	A.M.S. Woolrich
1	4		SW	W	5	cc. 100	Squally In P. m.
2	4	5	W	W		10	
3	4		N		6	cc. 100	to the South?
4							Leaving with threatening looking weather
5							up for saws and tag - (5) 7. there near the
6							Ville de Paris Pentec. P. W. W. Waited on ad.
7							H. R. Young but had not the honour of seeing him as
8							he was entertaining Adm. L. Gambin at dinner
9							while I was entertained by a thorough wetting.
10							Then shipwrights went on shore as seen in
11							spite of my best entreaties, when they would
12							
1							
2							
3							
4							
5	3	4	W	N	5		
6	6						
7	4						
8	2	2					
9	1	6					
10	1	6					
11	1	6	W	N			
12	3	4	W	N	2		
38							

at noon Lizard W. 1°
Dormer W. 1°

H	K	F	Course	Wind	Wra ther	5. 3. August 1808	A.M.S. Woolrich
1	3		W	N	2	BC.	Saw a Conroy coming out of Falmouth
2	3	6					Made our number to a Trigate to which he applied,
3	4						asked if it was Pomone - no answer - stood on till
4	4	4	W	N			I could distinguish that it was him and also
5	3		W	N			several of the Conroy Vans - Ship sails like a
6	4		W	N			Beast - (5 3/4 pm.) - Lizard Light. W. 1/4 W. 5 miles
7	3	6					Black Head N. E. 1/2 N.
8	3	6					
9	3		W	N			Waited on Capt. Darnie - After he had sailed from
10	3		W	N			L. Helles 7. 1/2. when the Vestaloy Rk. he was
11	1	8					into Falmouth - One Nation near of the Conroy
12	1	5					Almathe and another Conroy info. is all 58 sail.
1	1	6					
2	2						Set W.
3	2	4					
4	3	2					
5	1	8	W	N			
6	1	8	W	N			
7	1	4					
8	1						
9	1		W	N			
10	1						
11							
12							
56							

Conroy consisting of {
 - H.M.S. Pomone
 - Woolrich -
 - For Portugal -
 - Gibraltar -
 - Malta -

Pomone W. 3. - Sounded 61 fms Grant & Broken Isles

Log Course	Latitude	Longitude	
from Lizard 5 3/4 P.M.	N.	W.	
1. 43. 1/2	49. 23 1/2 N.	5. 45 Dec.	Bac. 30. 10
33'	49. 35 Dec.	5. 49 Chron.	Ther. 65
			Water 45 fms
			Sick. 10.

HKF Coun Wind - weat. 4 4th August 1808 - S. H. S. Woolrich.

[illegible]

Log Course	Latitude N.	Longitude W.	
W. 150°	49.. 4 act.	6.. 9 act.	Bar 29.90
25.	49.. 6.. 30 0th.	6.. 13 1/2 1/2 Ches	Ther 65
		6.. 0 Chron.	Sick 5
	On Easterly Current.		Water 44

H K F Count Wind braⁿ ♀ 5th August 1808 Wm. Woodcock

1	6	5	SW. SE	3	B.C.	The Pomona went towards us —
2	6	.	SW.			Short Tail Houto — About with order from the
3	2	5	SW. SE			Command. came on board together with M. A. Robinson
4	4	5	SW. SE			as acting Lieut. — Made sail ahead to try
5	.	8	WSW. S	2		to the Mazzell — Fired several guns with the
6	1	—				signal for that purpose and some shot — (4) Short
7	1	4				sail to the 3 S. and kept them all abaft our
8	4	.	SE			beam — Pomona towing up the Joseph —
9	1	2	SW. SE	1 1/2		
10	1	4	WS. SW			(6) A Convoy of 18 sail on Weather Quarters.
11	1	7				(7) Pomona telegraphed "Take Station and Tow
12	1	2	WNW. SW			west of Convoy for night." — Bordered to the
1	1	.	WNW.	1		same way and took her tow — In 1. 1/2 & 2. 1/2 and
2	1	.	WS. N. SW. S			made all the rest of our sail.
3	1	2	WNW. SW			Cast off the Tow varying up to us.
4	1	2	SW. WSW		B.C.	
5	.	6	SW. N. WS			
6	1	.				Looked out of the Tow. — The Mary Convoy
7	1	4	SW. WSW			still in sight SE. — Out all night
8	1	6	SW. WSW			Pomona exchanged numbers with the above
9	1	8				and she went astern for another dropper.
10	2	2		2		a cable to windward
11	2	5	SW. WSW			
12	2	5				Convoy 4 miles on Weather beam.
						Pomona S. 5.

Log Course	Latitude N.	Longitude W.	
S 68° W.	48..53 ac ^{ts}	6..57 ac ^{ts}	Bar 29.73
35'	48..51.5 Ob ^{ts}	6..48 Chron ^m Yest ^h	Ther 66
		6..46 Chron ^m today	Sick 4
			Water 43½

H K F Course Wind Weather 4 6th August 1808 J. H. S. Woodcock

1	2	7	MW ¹ SW ³	B.C.	All sail set by the wind Jane brig in tow.
2	3	5	MW ¹ SW ¹		Pomona left her tow boat astern and
3	2	5		3/4 P.M.	to tow another up.
4	1	6	SE ¹		R. in the wake of the Conroy
5	4	2	MW ¹ SW ¹	4	
6	4	2			
7	2	6	MW ¹		In 1 st and 2 nd mts B.
8	2	2		5 P.M.	Sounded 73 fms sand & black specks
9	2	5		1/2 P.M.	
10	3	4	MW ¹		Cast off the tow - up Conroy - due fit to
11	4			6	dropped into our station being towed by
12	1	6		1 P.M.	about a mile before the Conroy's ^{mother} beam.
1	1	6	MW ¹ SW ¹	P.	
2	2	6			
3	2	6	MW ¹ SW ¹	7	In 3 rd mts set to sail.
4	3		MW ¹ SW ¹		
5	2	5	MW ¹ SW ¹	B.C.P.	2 of the Conroy missing. - a Conroy etc
6	2	6		2 P.M.	of 20 sail - very heavy.
7	2	6			
8	3				a large ship passed 3' to leeward steering about
9	3	5	MW ¹ SW ¹		SE ¹ - (Black with white ribbed) - She hoisted a
10	3	5	MW ¹ SW ¹		white Jack - Sheard her English Colours and made
11	2	7		up to 10 minutes fired a Gun - He took notice	
12	1	4	MW ¹		of it however and as soon as the Shagpe had got
					to sail a distance as to prevent my catching her
					without parting Hauled it down - She kept looking
					at a Commodore at sea! - a Reception in my opinion
					Pomona NW 5!

Log Course Latitude N. Longitude W.

N 80° W. 49.2 Aut. 8.32 Aut.
62. 49.0 Ob. 8.19 Chm. 24. 1/2
8.5 Chm.
An early sunset.
Bar. 29.50
Ther 65
Wet 43
Sick 6

H K F Course Wind Weather 0. August 7th 1808 J. H. S. Woodcock

1	2	-	MW ¹ SW ¹	B.H.P.	Shore station astern of the Conroy. Head sea.
2	2	-			
3	2	5			
4	2	5			
5	2	4	MW ¹ SW ¹		up MW ¹ Pomona backed to B. for Conroy to close
6	2			6	
7	2	2			
8	2	2			
9	2	2			Set 75°
10	2	4	MW ¹ SW ¹		
11	3				Set Main sail.
12	3	2			Pomona NW 5.
1	2	4	MW ¹ SW ¹		
2	2				
3	2	5			
4	2	5		5	
5	2		MW ¹	B.C.P.	
6	2	5	MW ¹ SW ¹		
7	2	4	MW ¹ SW ¹	5	A sharp frigate ahead - She Sheard (I think)
8	2				the Dryad's number and how to abate Pomona.
9	1	6			
10	1	6			
11	2		MW ¹	4 1/2	
12	2				Performed Diversion.

Log Course Latitude N. Longitude W.

N 56° W. 49.30 Aut. 9.41. Acc.
54 49.26 1/2 Ob. 9.14 Chm. 24. 1/2
9.9 Chm. today
Barometer 29.62
Thermometer 66.5
Sick list 6
Wet in S. 42

H	K	F	Course	L	Wind	Wear	Ther	D, 8. th August 1808	Wm. Woolrich
1	2	4	SW	1	WNW	4	B.C.	At noon Pomone made E. by S. to Jack	
2	1	6	SW	1	WNW	4	R.	Sounded 75 fms fine sand. (1/2) Tacked in	
3	2	4	SW	1	WNW	4		the Wake of the Stormost ship of the Conroy.	
4	1	8	SW	2	WNW	4		(3) As they sail to wind. with all sail coming over	
5	1	3	SW	1	WNW	4		E. by S. to Jack SW.	
6	2	5	SW	1	WNW	4		(5) Strange hoisted Portuguese Colours & fired a Gun.	
7	2	4	SW	1	WNW	4		Made all sail to cut her off - Pomone made	
8	3	4	SW	1	WNW	4		Sail & tacked towards her - Porty. brought to -	
9	3	4	SW	1	WNW	4		and Pomone boarded her - From the Brazil - Sheat.	
10	2	8	SW	1	WNW	4		Sail & brought to for fear of the Conroy - In 2 nd up	
11	3	4	SW	1	WNW	4		At 7 Down down to the Portuguese Schooner the Sheat.	
12	3	4	SW	1	WNW	4		and leeward most of the Conroy - Set 75.	
1	3	5	SW	1	WNW	4		Pomone SWW 4	
2	2	8	SW	1	WNW	4			
3	2	6	SW	1	WNW	4			
4	2	5	SW	1	WNW	4			
5	3	2	SW	1	WNW	4			
6	4	4	SW	1	WNW	4			
7	4	4	SW	1	WNW	4			
8	4	4	SW	1	WNW	4			
9	2	2	SW	1	WNW	4			
10	1	8	SW	1	WNW	4			
11	1	8	SW	1	WNW	4			
12	2	-	SW	1	WNW	4			

Log Course	Latitude N.	Longitude W.	Bar	Ther	Water	Suck
Log Course	48. 25. 25. 25.	9. 49. 25. 25.	Bar 29. 70			
5. 5. 25. 25.	48. 19. 19. 19.	9. 17. 25. 25.	Ther 65			
62.		8. 59. 25. 25.	Water 41			
At 252 Set.			Suck 6			

H	K	F	Course	L	Wind	Wear	Ther	D, 9. th August 1808	Wm. Woolrich
1	2	5	SW	1	WNW	4	B.P.	Pomone and all the Conroy or W. bow - exact	
2	5	5	SW	1	WNW	4	B.C.	the Portuguese Schooner who was dropping & leeward	
3	5	5	SW	1	WNW	4	B.C.	as fast as he went ahead - Pomone did not signal.	
4	5	5	SW	1	WNW	4	B.C.	me to take her in tow but as I was that. Pastern of	
5	5	4	SW	1	WNW	4	B.C.	all it was very clear that I must tow her or both of us	
6	5	4	SW	1	WNW	4	B.C.	must part from the Conroy - One down and look her	
7	5	4	SW	1	WNW	4	B.C.	in tow - Set Conroy 2 nd up 5 th and 5 th down - at	
8	5	4	SW	1	WNW	4	B.C.	3 Equally down 5 th & down. Set 75. 75. 75. - Coming	
9	2	5	SW	1	WNW	4	B.C.	up with Conroy - (4) In 3 rd up - At 4 1/4 - A black	
10	4	3	SW	1	WNW	4	B.C.	horn to wind. - The off. of the watch was closing	
11	4	3	SW	1	WNW	4	B.C.	up 7 th & 5 th . When the squall came on in the shape	
12	5	5	SW	1	WNW	4	B.C.	of a whirlwind - it did not last ten seconds of time	
1	6	5	SW	1	WNW	4	B.C.	but for that period laid the ship on her beam end -	
2	7	5	SW	1	WNW	4	B.C.	I had just dined and was preparing to go on deck the	
3	7	5	SW	1	WNW	4	B.C.	moment I felt the ship heel I ran there but before	
4	7	5	SW	1	WNW	4	B.C.	I could get up it was all over - The 7 th & 5 th the	
5	7	5	SW	1	WNW	4	B.C.	describe it as blowing harder for a few moments than	
6	7	5	SW	1	WNW	4	B.C.	they had ever experienced - That the ship was canted	
7	7	5	SW	1	WNW	4	B.C.	in a kind of spray, that the sea all round was in a	
8	7	5	SW	1	WNW	4	B.C.	violent agitation, that it filled & tacked the sails	
9	7	5	SW	1	WNW	4	B.C.	alternately two or three times, and that as it passed	
10	7	5	SW	1	WNW	4	B.C.	off to leeward a column of water ascended from the sea	
11	7	5	SW	1	WNW	4	B.C.	about half the height of the m. top - Horns all that	
12	7	5	SW	1	WNW	4	B.C.	maybe, I found on reaching the deck, 3 of the 5 th shunt	
130	7	5	SW	1	WNW	4	B.C.	gone - the top-jack yard in halves - and the bowsprit	
	7	5	SW	1	WNW	4	B.C.	(black) gone shot off close to the fore spring stay collar!	
	7	5	SW	1	WNW	4	B.C.	Still blowing hard - Set all the sail in - Cast off the fore	
	7	5	SW	1	WNW	4	B.C.	& left the ship for the wind till tackles were placed	
	7	5	SW	1	WNW	4	B.C.	upon the foremast stays - Down 7 th & 5 th & 5 th - and	
	7	5	SW	1	WNW	4	B.C.	on the Commodore appearing out of the thick made the	
	7	5	SW	1	WNW	4	B.C.	signal to him of Spring Bowsprit - But the 7 th & 5 th first	

Log Course	Latitude N.	Longitude W.	Bar	Ther	Water	Suck
5. 4. 25. 25.	46. 26. 25. 25.	10. 1. 25. 25.	Bar 29. 91			
113.	46. 19. 25. 25.	9. 11. 25. 25.	Ther 65			
		8. 43. 25. 25.	Sick 6			
28 = 19 miles E. of 25. 25.			Water 40			
28 = 19 miles E. of 25. 25.						

fired two guns with it, and that I saw his signals a white flag at the fore, and a flag over pendant at the main. Yet he took no notice of it but went off about 10th — I could not make him out (till the masts were secured) nor then the S.E. & F.E. the sea was ahead and so heavy that the slightest way made him pitch violently — Since the Commodore had gone and that I was to act for myself — The question became — Go back to Plymouth, or Patch the Nose-pit and proceed? — I determined to be guided by the wind. If the wind should remain to the Westward — Go back for new Nose-pit — If it should continue driving wind to the North? — Push on — At (8th) The masts secured, the work cleared, the fore-jack yard upland &c. &c. and the wind turning inclined to freshen up to the N.W. — I hauled on board the M^{rs} Jack and stored M^{rs} after the forenoon — Set 7 B^{rs} on cap —

At day light found that the shock had started all the chains of the Rotstay Collars — Secured them — Got a pulley of the Rotstay & proceeded to fit the Cap on the stump — Putting the ship before the wind for the former purpose for 1/4 hour —

Very heavy sea for working out there —
 (8) Set M^{rs} P.S.E. & M^{rs} B^{rs} — Set the 1st M^{rs} —
 (11) Completed the Cap — Lashing blocks for stays &c. and rigging 1st boom —

No Convoy in sight today — I have endeavored to steer for them but now I do not think I ought to seek any farther with a crippled ship it is surely my business now to proceed to the rendezvous Gibraltar. —

H. K. F.			Course	Minds	Wear	10 th August 1808		J. W. Woodruff	
1	7	2	S.W.	N ^o 6	B.C.	Charming Weather — Heavy Sea — Both in sight			
2	7	2				Oct 2 nd Capt —			
3	8		S.W.						
4	7	4							
5	6	4			5	up N.E. M ^{rs} & yard that the sail &c.			
6	6	4							
7	5	6			4				
8	5	4							
9	5	2							
10	5	2							
11	5	4							
12	5	6							
1	3	2			3				
2	3	2							
3	2	4			2				
4	2	6							
5	2	6							
6	2	—			1				
7	1	4			1/2	Current by boat S.E. 5 th			
8	1	4							
9	1	4							
10	1	6							
11	1								
12	2	4	S.W.	N.W.	H.P.				
			S.W.	N.W.	Corona				
					Eyr.				
100									
Log Course			Latitude N.		Longitude W.				
S 13 th 1/2			44 th 41 th Ac th		10 th 33 th — Ac th		Bar 29.91		
101 th			44 th 36 th 3/4 Ob.		9 th 15 th — Chas. Galt th		Ther 66		
					9 th 4 th Chas th		Sick 6		
							Water 39		
					SSE Current 1/2 mile				

H	K	F	Course	Wind	Wear	7. 11 th August 1808	John Woodcock
1	3		SSW	W	2	B.H.	Single reefed S. G. G. &c.
2	3	5	SW				A frigate & 13 merchant vessels 2 ^d on the other side
3	4	4			3		they passed at 4. at about 5 lee!
4	4	5				C.H.	
5	5						Saw Cape Ortegal NE
6	4						a big one too.
7	4	6	WSW	W			Cape Ortegal SWS. 15 lea!
8	4	5				1/2 S.	
9	3					1/2	In 2 ^d reef —
10	2	8				1/2	In G. G. —
11	4	4	WSW	W		1/2 S.	
12	4	2					Set 4 sails.
1	6	2					
2	7						
3	5	5		W			
4	6						
5	3		WSW	W		B.P. 1/2	Strong S. draught in the night Cape Villano
6	6	2	W	W			at day light having WSW — About 7 miles
7	5						off Ciracbas I. & Cape Adrias —
8	4	2					
9	2	8	WSE	W			
10	2	8	W	W			
11	3	6	WSW	W			
12	2	2	WSW	W			
103							

Chon. Longitude by
some an alt. appears
to them about 4 miles too
much Longitude

Cape Guimaraes opening
with Cape Villano — S.W.
Ciracbas I. — E.S.
about 6 miles from C. Villano

Bar. 29.8
Ther. 67
Sick 8
Water 37 1/2

H	K	F	Course	Wind	Wear	8. 12 th August 1808	John Woodcock
1	3	8	WSW	W			All plain sail, standing along the Coast of Galicia
2	3	8		W			
3	3						Paped Cape Villano at 3 miles —
4	4		WSW	W			
5	3		WSW	W			Paped Cape Guimaraes.
6	2			W			3 sail SW.
7	2	5	SW	W			Cape Finistene S by E. 7 miles —
8	1	5					
9	2	5					
10	3	4					
11	1	5		W			Saw three large ships to wind? on the other side.
12	2		S	WSW			The head most worn and made sail after a
1	2	6	SE	SW			frigate showed private sig. which she answered,
2	3						and won from us — The others I think were of
3	3		W	WSW			the line —
4	2		W	W			
5	4		SW	W			Hazy nothing in sight nor land nor ships
6	4	2					
7	3	8					
8	4	5		W			
9	2	5					
10	2	4					Out all night at 11. 24
11	3			W			
12	3			W			
71							Punished Wm Roberts for insolence & drunkenness with 2 dozen

Log Course	Latitude N.	Longitude W.	
From C. Finistene at 7. pm.	42. 14 au.	9. 38 au.	Bar. 29.9
S. 22. W.	42. 5 In. 04.	9. 19 In. 04.	Ther. 69
41.			Sick 8
	Obs. had but the mile from the W. her		Water 37 1/2
	I can say settled the ship into the bite considerably.		

H	K	F	Course	Wind	Wear	13 th August 1808.	St. M. S. Woolwich
1	3	2	SW ^t	N.W. 1/2 E	7 1/2	Two murel buys in sight by the wind.	
2	2	6				Found both murel buys broken and	
3	2	4				off - Done 1/2 murel + 1/2 murel and fitted a	
4	2				B. H	new set -	
5	3	8				Mixed up	
6	3	4			B. D.	In 1 st murel	
7	3	5					
8	3	4	N.E.		7 1/2	At 8. Set murel 1/2 murel again the above operation	
9	4			3		being concluded - Set murel -	
10	4	4			7 1/2		
11	4	4					
12	5		N.E.	4			
1	5						
2	4	4					
3	5					In murel	
4	5	2	N.E.		7 1/2	Second sail all round -	
5	5	6		5			
6	5	8				Out 1 st murel.	
7	7	4	N.E.	6		Two boats boarded two English transports who had	
8	3					been part of Genl. Penn's expedition - it had been	
9	5	8	SW ^t			landed the B. 1/2 murel bay to make by land	
10	7	6				to Lisbon, and the transports were going to land at	
11	8			7		Oporto -	
12	8					All sail set, second sail in sight	
113							

Var. W.	Log Course	Latitude N.	Longitude W.	
Obs. 24.50	10. 1/2	40. 18. Aut.	10. 3. Aut.	Bar 29.9
all 32.	109.	40. 14. 1/2 Obs.	9. 44. Chron. East	Ther. 70
			9. 54. Chron.	Lik 7
				Water 37

H	K	F	Course	Wind	Wear	14 th August 1808	St. M. S. Woolwich
1	8	5	SW ^t WNE	7	B. C.	Second English Vessel working to wind.	
2	8	8					
3	9				7 1/2		
4	8	2				Healed in perhaps to make see Rock of	
5	7	3	SW ^t			Lisbon before dark -	
6	7	8					
7	8	6			7		
8	4		SW ^t WNE		6 1/2	In 1 st murel and small sails hauled the	
9	5	4				wind on 1/2 quarter.	
10	6	8			Ok cl.		
11	6	2					
12	6	8			7		
1	7				7 1/2		
2	8						
3	8						
4	7	5	N.E.		Ok cl.	Nothing in sight	
5	4	2	SW ^t E			Healed the wind on Land. 1/4	
6	4	6				Made all sail. Out 1 st murel	
7	8	8					
8	8	6			7		
9	8	5	N.E.		B. h.		
10	8						
11	8	2	N.E.				
12	7	2				A small ship N.E. or S. back -	
188.							

Var. W.	Log Course	Latitude N.	Longitude W.	
Obs. P. h. amp.	13. E.	37. 29. Aut.	9. 52. Acc.	Bar. 29.8
23. 28.	166.	37. 18. Obs.	9. 43. Chron. East	Ther. 71
all 28.			9. Chron.	Lik 6
	1. Current.			Water 36

H	K	F	Course	Wind	Wear	Ther	15 th August 1808	James Woodcock
1	7	7	SE	NE	6	very hazy.	A small schooner just visible ENE ⁴ through the haze	
2	7	7						
3	7	4						
4	7		SE					
5	8	5	SE	NE			Saw nothing of the Cape of Vincent.	
6	8	8						
7	8	6						
8	7	6						
9	5	6			5		A confused swell.	The smell of the Gunpowder remarkably strong from the shore.
10	3	5	SE		3			
11	2							
12	2	2						
1	2	2					Long appearance of an Easterly wind kept up a point.	
2	2	6						
3	2	6						
4	3	2	SE	ENE				
5	2		SE		2		In Mad. Sails. Trimmed Mast.	
6	2	5	SE					
7	2	2	SE					
8	2		SE					
9	2	8	SE	ENE			Very hazy with confused swell.	
10	3							
11	3	3	SE	E				
12	3							
108								

Var. W.	Log Course	Latitude N.	Longitude W.	
all round	162° E.	36.. 29 au.	8.. 7. au.	Bar 29.70
26°	105	36.. 6 Ob.	8.. 1 Cent. Ch.	Ther 76
		23° S. of au.	8.. 3 Chron.	Sick 6
				Water 35°

H	K	F	Course	Wind	Wra the	16 th August 1808	James Woodcock
1	3	2	SE 1/2 S	E 1/2 N	2	B. h.	Out all up - Nothing in sight
2	4	.	SE	E 1/2 E			
3	3	5	SE 1/2 E	E 1/2 N			
4	2	2	SE 1/2 S				
5		5			0		
6	1	4	ESE	N	1		Made all sail.
7	1	.					In 1 st trip -
8	1	5		N 1/2 W			
9	2	-					
10	3	8	SE 1/2 E	N 1/2 W	2		Wind flying about in all directions
11	2	2		N			
12	2	.		N 1/2 W	1		
1	2	.		-			
2	1	-		N 1/2 E			
3	3	-		N 1/2 E	2		
4	6	-		-	5		
5	5	4		N 1/2 E	4	B. h.	
6	4	"			2		In Mudding Sails
7	3	.	SE 1/2 E	N 1/2 E			
8	2	2	SE 1/2 S	E 1/2 N	1		Maid the Camut at 10 am. it was 14.
9	2	.					
10	1	6		N			
11	1	.	SE 1/2 E	Calm			
12	1	6		N 1/2 E	1		Made all sail.
109							

Var. W.	Log Course	Latitude N.	Longitude W.	
all round	175° E.	35.. 51. au.	6.. 57. au.	Bar 29.85
25°	58	35.. 41 1/2 Ob.	6.. 53 Cho. Ch.	Ther 74.
			6.. 53 Chron	Sick 6
		10° S. Camut		Water 35°

H.K.F. Course Wind Waa 8 17th August 1808 H.M.S. Woodrigh.

1 5 2 E 1/2 S NW 3 B.L. Nothing in sight, all sail set

2 5 2 4

3 5 2

4 4 5

5 4 .

6 4 .

7 3 6 3

8 3 .

9 3 8 E 1/2 S 4 1/2

10 4 .

11 3 6

12 3 2 E 1/2 S 3

1 2 . 2

2 2 .

3 2 . 1

4 1 5

5 1 4

6 Calm 0

7 S.E.

8

9

10

11

12

58.

Total run

from Spithead

to Gibraltar

1388

miles.

Cape Spackel E 1/2 S 7 lea

In Mud Vail and 1st buoy

Cape Spackel S.W. 6'

Wind dying away made all sail

Gib. N.W. - Tariffa S. N.W.

Tacked overboard working into the bay.

Argoene going out of the bay made Sig. of firing shot with dispatches, sent a boat to her.

At Noon Europa P. E. 2 miles

Bar 29.84
Ther. 73
Luk 6
Water 35.

1808
August

Wind Weather H.M.S. Woodrigh Gibraltar Mole.

East 1 B.L. Made Sig. for the Master attend. and for boats

4.18th

8th

4

2.19th

2

4.20th

4

6.21th

0

8.22

W. 8th

2

8.23

0th

8.24th

W. 8th

3

to a pilot in tow - At 2 anchored off the Mole - head, warped into a berth alongside the Shearhall (the 1st Juan) - Mortician frigates with bay as Capt. Vepuls of War. - Much to S.W. - Section then the Powder Am at Dorspit.

Transported back watering us. Nov. 80

Am. Pomon #22 of the convoy arrived. H. 78

Pk. Excellent came in - Am In new Dorspit. Dec. 80

Rigging the bowsprit - Came in am. Fame and Voltaire, and Bulwark, and a Talmouth Packet

All ready to haul out of the Mole but lying here till Pomon will see mooring in the bay. Am took in the Powder. Pomon made Sig. for sailing

Am at daylight hauled out of the Mole, taken

short by the Westely wind set go the 7 about 1 1/2 cable from the Mole head - Came in

Lavinia from Minorca to England - by the Mole Capt. Morris, & Capt. Shield, Papenburg. Pomon made Sig. to

unmoor.

H	K	F	Course	Wind	Sea	then	4. 25 th August 1808.	Wm. S. Woodcock
1				WNW 5	D.L.		At 1/4 afternoon The Bulwark (Capt. El. Heming)	
2				WNW 6			made Pomona's Sig. to night - then min - expected	
3							the Conroy Sig. to do so - Pomona telegraphed	
4							me to collect the Conroy off Europa Pt. & wait for	
5							him - they only answered to Bulwark - Cast	
6							with a spring and at 2 Est clear out - and	
7							brought the Conroy to - At 4 3/4 Pomona	
8	4	2	Est. N. W. S.				came out. Tacked to get into the rear of the	
9	5						Conroy - At 7. all the Conroy had come out	
10	5						bow up with the Sternmost closed the 3rd	
11	5	4					board them by - Pomona fired her sails -	
12	5	4					At 7. } Europa WNW 4 to 5	
1	5	4					Cent. } NW 1/2 W.	
2	4	6						
3	4	3						
4	4							
5	3	6						
6	3	6						
7	3	5	Est. S.					
8	3	4	Est. N.					
9	3	6						
10	2	6						
11	2	6						
12	2	6						
70								

Var. N.	Log Course	Latit. N.	Longit. W.	Bar
all over	N. 64. E.	36. 39 aut.	3. 37. aut.	29.81
20.	78.	36. 27. 06.	3. 20. 06. 1/2 Ch.	Ther
		12. 5. - - -	Grenada Mountains 32. 55.	Sick 4
		17 = 14 miles E. } of Aut.	Mountain considerably	
			inside of them, same } 2. 57	Water 48.
			leaving	

H	K	F	Course	Wind	Sea	then	♀ 26 th August 1808	Wm. S. Woodcock
1	1	4	Est.	WNW 1	D.L.		Ther. Sept. 9 th set action of the Conroy.	
2	1	4					Spoke one of the Conroy the Catherine B. who	
3	2		Est. S.				had neither R.R. or any J. or Had 2/3	
4	1	8						
5	1	7						
6	1							
7	1			Calm			Int. 1 st cups -	
8					0			
9	1	5		SW.	1/2			
10	1							
11				Calm	0			
12	2	5		SW.	1			
1	3	5			2			
2	3	5						
3	1	5						
4	2	5						
5						D.L.		
6				Calm	0		Conroy much dispersed - Pomona about	
7						Fog	8' to the East? and some half Top sail, down Est.	
8							Grenada Mountains in sight	
9	1		S.	Est. S.	1/2		Pomona leaving us fast, I remain here with	
10	1						the Polier Gibraltar brig.	
11	1					Foggy	a continued firing all the morning, heavy	
12	1						gun in show. - The de la Vie? -	
30							Pomona Est. 11.	

Log Course	Latit. N.	Longit. W.	Bar
S. 89. E.	36. 26 aut.	3. 3 aut.	29.71
27.	36. 25. 06.	2. 46. 1/2 Ch.	Ther 75
		2. 31 Ch.	Water 47
			Sick 5.
		15 = 12 miles E. 4 aut.	

H K F Course Wind Sea
 27th August 1808 M. Woodrich.

1	1	1	SW	SE	1/2	B.L.	Pomona & body of the Conroy 4 leagues to the Eastward - and on brig 2 miles astern (W th) of us - Set 2 sails -
2	2	6	SW				
3	3			Calm	0		
4	4			Head round			
5	5						
6	6						Pomona Set 4 lea ^s - some of the Conroy Top sail down to the E th -
7	7	1	NE	SW			Shew'd a Stern light to the Poline -
8	8	1 5	SE	SE			
9	9	1 8					
10	10		H th SE	Calm			
11	11						
12	12						
1	1	1	SE	SE			
2	2	2	ESE	H th SE			
3	3	2					
4	4	2				B.L.	Commodore & body of Conroy ESE. Pomona half course down - and the brig with whom I had parted astern W th hall down - Pomona also having hoisted a sig ^l to me of 3 flags - 1 flag forward and two behind - I could not make it out and therefore made 110. with distant sig ^l and at 8 made the distant sig ^l of rest and went.
5	5	2					(b) The brig dropping fast from us, and the Pomona dropping us as fast, and not being able to make at the sig ^l . Made all sail low ^{er} - not being able to see the coast? leaving us - at 9. a large vessel from the Duke - at noon W th . 6 lea ^s - A French brig coming down from the E th ?
6	6	1 2	SE	SE	NE		
7	7	1	SE	SE	SE		
8	8	1					
9	9	1	SW	SW			
10	10	1 4	S	SE			
11	11	1 7					
12	12	1					
21	21						

Var. W. Latit. N. Obs. P. h. 18^h. 20^h around 20^h
 36.. 23¹/₄ Obs.
 Cape de Gatt.
 ENE 5 lea^s
 Bar 29.65
 Ther 78
 Water 46
 Luck 5

H K F	Course	Wind	Sea	28 th August 1808 M. Woodrich.
1		Calm	B. Hazy	Only 3 of the Conroy in sight from. In Head.
2				Set 2nd Vails - Exchange'd numbers with Alacivity brig, going to the W th -
3	1	SE	SE	
4	1		SE	
5	1	ESE	WNW	
6	1			Cape de Gatt NE 3/4 E - 3 of the Conroy ESE
7	2			all sail set after them. In P. night a considerable head smel
8	1			
9	1			
10	1 6			
11	2			
12	2 5			
1	2 4			
2	2 4	W		all sail set.
3	2 4			
4	2			
5	1 4			
6	1			The Poline brig just in sight astern, but no Conroy ahead - this is very extraordinary, at yesterday they went fast from us when it was almost calm - but in the night we had a little breeze but instead of gaining on them we have lost sight of the 3 seen at Oct. (5) Oct 1 st night.
7	1			
8	1			
9	2			
10	2 4	WNW		
11	2 4			
12	2 5	ESE		at 11. Saw 3 sail ESE. Supposed the Conroy, stood for them. - Saw three today from the E th and a continuance of head smel - all sail set in chase of the Conroy.
37				

Log Course Latit. N. Longitude W
 (C. de Gatt. 6 pm. 39. E 31
 36.. 20 Dec^r 1.. 50 aut. from C. de Gatt.
 36.. 17¹/₂ Obs. 1.. 1 Chon^r
 The Chas & Chas^r diff^r yesterday 25!
 Hence 49 Hth of Dec^r 25 = 24 = 19 miles
 S. Current Sea 2nd^{ly} coming 6. pm.
 Bar 29.75
 Ther 78
 Wat 45
 Suck 5

H	K	F	Course	Wind	Wear	ther	29 th August 1808	H.M.S. Woolwich
1	1	24	E 1/2 S	W 1/2 S	1 1/2	B.C.	All sail set. Standing after Conroy, whom we did not however see in the least.	
2	2	2						
3	3	2	5					
4	4	3	2		2			
5	5	2	8					
6	6	2	4	W 1/2 S			Shifted the Sd. sails occasionally.	
7	7	2	4	W			Spica from SE to SW. and 7 sail of the Conroy bauld virille from S. 1/2 E. to E. and being about E 1/2 S. or E 1/2 S.	
8	8	3		W 1/2 S				
9	9	3	8					
10	10	5		E 1/2 S	3			
11	11	6			4			
12	12	6	8					
1	1	6	6					
2	2	7						
3	3	6	5					
4	4	7			5			
5	5	7	3		B.C.		Conroy & 1000. They or we must have gone puting in the night. Hauled towards them out by 1/2 to close. Set the Sd. sails. Standing for Pomona - no farther by 1/2 at 7. Hauled for the rear of the Conroy - Short. sail & horn to for warship - at 9 our Sd. to take in tow vessel W.	
6	6	7		E 1/2 S				
7	7	7	4	NE				
8	8	7	4	NE E				
9	9			up W 1/2 S				
10	10							
11	11	6	6	E 1/2 S				
12	12	5	4	W 1/2 S	4			
110								

Varlat.
W Log Course Longit. N. Longit. E.

Obs. am 17.30
all over 16.
104.
36. 54. 04.
0. 10. 04.
0. 59. 40. Chro.
1. 20. Chro.

21 = 17 miles E. of sea

Bar 29.9
Ther 79
Water 44
Sick 6.

H	K	F	Course	Wind	Wear	ther	30 th August 1808.	H.M.S. Woolwich
1	5		E 1/2 N	W 1/2 S	3 1/2	B.C.	All sail set towing up one of the Conroy.	
2	4	4						
3	4	2						
4	4				3			
5	3	6						
6	4							
7	3				2			
8	2	4						
9	1	8			1			
10	1	6						
11	2							
12	2							
1	2						Pomona E. 6 miles	
2	1	4						
3	2	4						
4	2	6			2 1/2			
5	3	5			3 B.C.			
6	3	5			2 1/2			
7	3	2			3		Det 1. 1st. mft	
8	3							
9	3	2						
10	3							
11	2	4	E 1/2 S					
12	2	8						
71								

Log Course Latitude N. Longitude E.

h 68. E
71
37. 21 Acc.
37. 17 Obs.
1. 32 Acc.
2. 41 Yst Chro
2. 51. Chro.

10. = 8 miles E. of sea

Bar. 29.89
Ther 79
Water 43
Sick 5

H. H. K. F. Course Wind Weather 31st August 1808. H. M. S. Woodcock

1 1 2 4 E 1/2 N. H. 2 1/2 B. C. All sail set towing up the Catherine

2 2 2 4
3 3 2 2
4 4 2 .
5 5 1 4
6 6 1 3
7 7 2 .
8 8 2 2
9 9 3 .
10 10 2 6
11 11 2 4
12 12 2 2
up with rear of the Conroy.

Pomone E. 1/2 S. 5.

1 1 2 .
2 2 2 5
3 3 2 .
4 4 2 .
5 5 1 8
6 6 1 4
7 7 1 4
8 8 2 .
9 9 2 4
10 10 2 7
11 11 3 .
12 12 3 .
BC.

Pomone E. 1/2 S. 5 miles

Coast of Barbary
11 E. distant.

53

Variation W. Log Course Latitude N. Longitude E.
Observed 17. 50. N 69. E 37. 36 Act. 2. 4 Act.
account 15. 53. 37. 42 Obs. 3. 53 Chron. 4. 0 Chron.

Bar. 29.83
Ther 80.
Sick 8
Water 42.

H. H. K. F. Course Wind Weather 1st September 1808. H. M. S. Woodcock

1 2 E 1/2 S. H. 2 B. C. Catherine in tow. Conroy in Co.

2 1 8
3 1 8
4 2

5 2 6 E 1/4 S.

6 3

7 3 2

8 3 6

9 3 5 E 1/2 S.

10 3 6

11 3 4

12 3 4

1 2

2 1 4

3 1 2

4 1

5 1 2

6 1 2

7 1 2

8 1

9 1 6 E 1/2 N.

10 1 6

11 2

12 1 4

51.

Log Course Latitude N. Longitude E.

N. 77. E 37. 53 Act. 3. 7. Act.
51. 37. 53 Obs. 5. 3 Yr. Cho.
5. 1. Cho.

Discovered a couple of days duration many thought of the hour - 1000 Miles distant.

Bar 29.83
Ther 79
Sick 10
Water 41

H	K	F	Course	Wind	Wear	Ther	2 ^d September 1808	Wm S Woolrich
1	1	4	E ¹ N ^o	SW ¹	1	B.C.	Brig intow —	
2	2	1	2			Ind ⁸		
3	3	1						
4	4		Calm	0				
5	5						Cast off the brig, quite calm,	
6	6	1	SW	SE	1	K	Each'd towa. ¹ Conroy much scattered, Pomon	
7	7	1	NEON ^o	ESE			nearly half done E ¹ N ^o , coming down, at 10 th hoisted	
8	8	2					a sig. ¹ could not suit. — In 1 st ¹ uff — Set Fore sail	
9	9	1	4	NESE ¹				
10	10	1	4	NE	ESE ¹	2	In E ¹ uff	
11	11	2	4	NE ¹ E		2 ¹	Pomon E ¹ N ^o 1/2 mile Backed Maj. ¹ S ¹	
12	12	2					Killed, Set Lib H ¹ mine	
1	1	2	2			3		
2	2	3	2	4				
3	3	4	2	4	NE ¹ N ^o	ESE ¹	4 D.C. Down jib.	
4	4	5	2				3 Shapers in sight	
5	5	6	2				The Catherine brig who worked	
6	6	7	2			Ind ¹ W ¹	has being was far from the Head	
7	7	8	2			5	now, I wait therefore for orders	
8	8	9	3	NEON ^o		cl.	to tow	
9	9	10	4			H.C.	made by Shap sail W ¹ N ¹	
10	10	11	4	2				
11	11	12	2			E ¹ S ¹		
12	12	2					Pomon E ¹ N ^o 3 ¹	

Variation W	Log Course	Latitude N	Longitude E.	
Obs ¹ an				Bar. 29.85
16.. 33	N 27° E	38.. 29. Aut ^t	3.. 31 Aut ^t	
allan	41	38.. 42 Obs ^t	5.. 25 Chro ⁴ ₄	Ther 78
14°			5.. 32 Chro. ^m	Licks 12
		13' N. of aut ^t		Water 40.
		7' E ^t		

H	K	F	Course	Wind	Wear	Ther	3 ^d September 1808	Wm S Woolrich
1	3		NE ¹ N ^o	ESE ¹	5 ¹	H.C.	Pomon & Conroy info.	
2	3	6			6	H.C.	Kept away in Commodore Wake who saw	
3	4	5	NESE ¹		5		down to close the Conroy making sig. ¹ for ship	
4	4	4	NE ¹ N ^o		Too far		to wind ¹ to have down and ship to lew ¹ to make	
5	3	5	NE ¹ N ^o		4		all sail to wind ¹ — Polares and a brig on lea tow	
6	1	6			3	In 2 ¹ uff	tacked — Catherine on our lee beam 2 miles —	
7	1	6					at 1 st after 10 th Pomon hoisted a sig. ¹ with	
8	1	6	NE ¹				a gun which I could not at all distinguish — as	
9	1	6	SE ¹	E ¹			sound of the Conroy being round me, certainly they	
10	2						the other tack it must have been the sig. ¹ for	
11	2						that purpose. — Heard a light to Catherine and	
12	3		SE ¹				tacked. — Set M ¹ S ¹ & E ¹ uff	
1	3		SE ¹				In E ¹ uff & M ¹ sail	
2	2	2	SE ¹		2		Pomon NW ¹ 1 1/2 mile.	
3	2		South				No Catherine in sight	
4	2	4						
5	1	5	SE ¹		1	Foggy		
6	1					W ¹ land.		
7								
8		4	ESE	NEON ^o	H.C.		Out 2 ¹ uff made all sail	
9		6	E ¹ S ¹					
10	1	4			1			
11	4	4						
12	4	4	ESE ¹ E	WNE	3	H.	Spoke the Westmorland brig made her sail now	
55							Sail: NE ¹ to 1 st spray.	
							Pomon E ¹ N ^o 2 miles. Shortened Tail	

Var. W.	Log Course	Latitude	Longitude	Bar.
Obs ¹ P.M.		N	W.	
15. 46	N 77° E ¹	38.. 48 Aut ¹	4.. 2 Aut ¹	Bar. 29.80
allan	25 ¹	38.. 50. Obs ¹	6.. 3 Chro ¹ 4 ¹	Ther 79
13°			5.. 46 Chro ¹	Licks 12
		17' = 12		Water 39.
		23 = 17 miles W ¹ of aut ¹		

H.	K.	F.	Course	Wind	Wear	the	4 th September 1808	Wm Woodrich
1	1	3	6	ESE	3	B.H.	at 2. One of the Conroy made sig ^l of distress, haul	
2	2	5	4	NE	4		up tow. Then, the head of his M ^l was coming	
3	3	3	2	E			short off. Took him in tow and sent the Carpenter	
4	4	2	8	ESE			to reef it, and a gang of men to strike and get	
5	5	3	8	NE			it again — This M ^l & many of Malta is a	
6	6	3		ESE			putty barrel to be sent to sea without a spar	
7	7	3	8				stick, a yard of canvas, or an inch of rope.	
8	8	3	2				— Hauled the people aboard. (2 nd) Commode asked	
9	9	4					any thing. Signalled it to	
10	10	4	2				to 5 th 26 at noon, which is	
11	11	4					5.45, on the 19 th difference	
12	12	3	6				of longitude which is	
1	1	5	5	ESE	4 th		looked to be 1. (3) Sailed	
2	2	6					him that they had found	
3	3	6					the M ^l — it asked if I	
4	4	4	5				should tow him — Yes.	
5	5	4						
6	6	3		ESE				
7	7	3						
8	8	4			3 th			
9	9	4	2					
10	10	4	4					
11	11	4	4					
12	12	4						
97								

Log Course	Latitude N.	Longitude E.	
1. 82° E	38. 36 Au ^t	8. 5. Au ^t	Bar. 29.88
97'	38. 32 Au ^t	7. 46 Chron ^o Qu.	Ther. 77.
		7. 33 Chron ^o	Water 38
			Wind 10

H.	K.	F.	Course	Wind	Wear	the	5 th September 1808	Wm Woodrich
1	3	5	ESE	NE	3	B.C.	At 1. One sig ^l Longitude — and to cast off tow, and	
2	2	4	WNW				take up the M ^l in tow — Wore made sail	
3	2	2					Hove to, and took in tow Lucy — Made all sail, the	
4	4	5	ESE	N	4		Pomona then 3/4 Conroy down —	
5	5		ESE	WNW	5			
6	5							
7	6	8						
8	7	6						
9	8		ESE		5 th		Cast off the tow ahead of the Commode. and then?	
10	5						sail to the Top sails — In 1 st & 2 nd up	
11	4							
12	5				6		Set Tow sail.	
1	6							
2	6							
3	6							
4	6							
5	6	6		WNW	5		Sardinia NE. 8 or 9 leagues	
6	5	8			4			
7	5	2			3		Set 1st and 2nd	
8	4	6			2			
9	3			NE	1		Examined the Gun etc.	
10	1	5		#	0			
11	1			#	0			
12	1			#	0		Pomona ESE 3'	
114								

Var. W.	Log Course	Lat. N.	Long. E.	Beany's Land
0. 2. an	E 2. N	38. 24. 6 Au ^t	8. 18. Au ^t	Cape Macfarlan B. 29.85
10. 9	103'	38. 35 Au ^t	9. 46 Chron ^o Qu.	N 13. E 1. 78
13.			9. 42 Chron ^o	about 9 leagues
			8. 50. By Dean's	Cape Solars
				N 19. W 1. 37.
				Lat. highest land
				higher than Cape 35. 50.

H	K	F	Course	Wind	Wear	♂ 6 th September 1808	U.M.S. Woodcock
1	1				0 B.P.	In C. with Pomona Conroy & Sardinia in sight	
2	2						
3	3						
4	4						
5	5						
6	6	6	S ^o	ESE ^o	$\frac{1}{2}$ K.		
7	7	6	ENE ^o	SE ^o			
8	8	1 4			1	Down down to our Station.	
9	9	2	NEE ^o		2		
10	10	1 6	ENE ^o	SE ^o			
11	11	1 2	E ^o	NE ^o			
12	12	2				Set W ^o Jib, Drinn. Pomona ENE ^o 1' —	
1	1	1 5			1	Set G Tails.	
2	2	1	ESE	SEA	$\frac{1}{2}$		
3	3	1	SE ^o	SEA ^o			
4	4	2	NE	E ^o		Up W ^o down Jib. 4 Drinn.	
5	5	1 4	SW.	SE ^o	1	CL.C.	Land in sight.
6	6	1	SW ^o	NE ^o			
7	7	4	SWW	NE ^o	K.		
8	8	2 5	ENE ^o	SE ^o	2		
9	9	4	ENE ^o	SE ^o	4	Drop: my Sig. to keep with Conroy, Set Courses — at 8.	
10	10	3 8	NEE ^o	SE ^o	3	CL.	
11	11	4	NEE ^o	SE ^o			
12	12	1 2	ENE ^o	SE ^o	K.		
		2 4	SW ^o	S ^o	K.		
37.							

Latitude N.

Bearings of Sardinia

38. 32. 55
Obsⁿ

Cape Carbonera 416° E^o
Cape Solano 411°

Bar 29.7
Ther 77
Wat 30
Sick 8

H	K	F	Course	Wind	Wear	♀ 7 th September 1808	H.M.S. Woodcock
1	2		E ^o	NE ^o	2.5 Sq. cl.	Single reefed S ^o 9.5.5 W ^o — Standing on in R. of Har	
2	3						
3	4					In G Tails — Set W ^o Tail. — In jib & Drinn.	
4	2				2	Up Courses.	
5	1 2		ESE ^o	S ^o	1 Gr.	In 2 ^o reef — Jno Godwin fell from the S ^o yard	
6	1 5				Drift	flat down on his back on the Gangway —	
7	1		E ^o S ^o	SEA		also but dangerously hurt — his legs	
8	1 4				CL.	Pomona showed and thighs perfectly paralysed	
9	1 5		E ^o			Set W ^o Jib.	
10	4		ENE ^o	SE ^o	2	Conroy up Set W ^o Jib.	
11	4		ESE ^o	S ^o	4		
12	5 5		SE ^o	SWW ^o	5	Pomona SW ^o 2'	
1	8		SE ^o S ^o	SW ^o	7	In. Dr.	
2	6		SE ^o E ^o		5		
3	4				4		
4	3		SE ^o		1		
5	1					Conroy must scatter the rascally catheins	
6	6		NEE ^o	SEA	11 miles ashore		
7	8		E ^o	S ^o			
8	1 5		SE				
9	1		SENE ^o	SW ^o			
10	2						
11	1						
12	3						
63							

Log Course

Latitude N.

Longitude E^o

180° E^o
60

38. 23 Auⁿ
38. 29 3/4 Octⁿ

10. 53. Auⁿ
10. 49. Chonⁿ

Bar 29.98
Ther 79
Sick 7
Water 30

H. H. K. F. Course $\frac{1}{2}$ Wind Weather 48. Sept 1808 H. M. S. Woodcock

1	1	5	SE E'	$\frac{1}{2}$	SE H'	2	B. H.	Dodging after Conroy - much scattered.
2	2	1						
3	3	2				3		Outrig. to Tow - Took hold of the Catherine and made all sail by. - now with 21 m. in, as the Hope is as far astern, and 3 others almost as far, then can be little as in being one -
4	4	3	SE E'		S'	4	cl. H.	
5	5	3	SE E' E'					
6	6	3	5					
7	7	3						In 1 st ship - In 2 nd ship, flying jib. H.
8	8	2	SE E'	1	SE H'			
9	9	2	5		SE H'			
10	10	2						
11	11	1	3					
12	12	2		$\frac{1}{2}$				Catherine Tow, Pomona SW. 6'
1	1	2	5	SE E'	S'			
2	2	3	2			5		
3	3	2	8		SE			
4	4	2	5	EW.	SE			
5	5	2						Conroy much scattered Hope 5' R. E. and other in all direction -
6	6	2	5	E' S'	SE			
7	7	1	7	SW.		W.		Forward Pomona
8	8	2	5	E' S'	SE	R.		In Pomona's wake
9	9	4				Strong breeze.		
10	10	4	8	E' E' E'	S'			
11	11	4	5	E' E'		$\frac{1}{2}$		In 2 nd sails -
12	12	3	5	SE E'	SW. 5'			Up H. C. In 1 st & 2 nd close to the Pomona
68								San something like looming of land on weather bow

Log Course Latitude N. Longitude E.

1. 86° E. 38. 26 au.
59 38. 30 12. 8. au.
12. 4. Enches.
12. 17 Long. No. Bar 29. 81
Ther. 79
Luk 7
Water 35

H. H. K. F. Course $\frac{1}{2}$ Wind Weather 49 September 1808 H. M. S. Woodcock								
1	2	5	SE'	$\frac{1}{2}$	SW.	5'	B. H.	In 1 st & 3 rd S. set - Catherine in tow
2	2	5						
3	3	2						
4	4	3	SW. 2'			W.		Outrig. to cast off tow and take up line to NW.
5	5	3	SW.			W.		Now wind and made sail to the heavy Conroy
6	6	5	SE'	$\frac{1}{2}$		$\frac{1}{2}$		Over astern - Took her in tow and made all sail by. - Hope nearly as far.
7	7	2	2			3		
8	8	1	4	ESE E'	1	SW.	1	at least CP Vito SE E' 8' lat. Pomona and Conroy won.
9	9	1	6					Answer? a blunder to Pomona
10	10	6						
11	11	6						Pomona & Conroy passed to wind? about 8'
12	12	8	SW. 2'		SW.	W.		
1	1							
2	2					Calm		
3	3	1	2	SW.	SE'	1		
4	4	2		SW.	SE'	1		
5	5	4	4	SW.	SE'	15'	B. L.	
6	6	4	2		SW.	3		
7	7	2	1		SW.	4		San Conroy crossing us on S. side. Pomona made outrig. to number Conroy answer? 27. and lashed to the
8	8	2	7	ESE'	SW.	4		
9	9	1						Pomona made sig. to Conroy not to attend to his making and made sail to wind -
10	10	1	2			2		
11	11	2	8	E'	SE. 2'	1		He exchanged hands with a brig who came down to him, and stood off. -
12	12	1		ESE'	SW.	$\frac{1}{2}$		attempted to tack but wind came round to SW. & stood on Pomona SW. 10 miles
58								

Latit N. Bearing S. S. W.

38. 31. 3 Ob.
C. Vito - S. W.
Napani P. - S. W. W.
Astica - E. S. E.
Bar. 29. 73
Ther. 81
Luk 7
Water 34 $\frac{1}{2}$

H	K	F	Course	L	Wind	Weather	Saturday 10 th September 1808.	
1	2	..	SE 6 th	1	SW	3 B.H. W ^o	Single masted S. 4 th Course, Lucy in tow.	
2	5	4	WNW 1 ¹ / ₂		5		Pomone and Conroy won to the E. again from	
3	2	2	SE 4 th		5 1/2	W ^o	after them. In 4 th Set 4 sails -	
4	4	..			4			
5	4	3			3 1/2		A. Taken aboard, Let her back - Pomone also laid	
6	1		W	1	SW 1 ¹ / ₂	1	her head to the West? and made some signals with	
7	1	8	WSW		5 ^o		guns which we could not make out. - Reported	
8	1	5					going to close. - Trapani Str. 1 ¹ / ₂ to SW.	
9	1	5	WSW	SW			7. Pomone burned a Marlight	
10	1						8. Pomone burned another, answer? with a rocket	
11	2	..	W	SW	5 1/2		In 4 th and 2 nd 4 th B ¹	
12	3	2		1 1/4	6		In jib and main. - Head sea	
1	3	2						
2	3	2						
3	3	..	W 1/2 S ^o					
4	3	2						
5	3	5						
6	3	2						
7	3		W 1/2 S ^o	SW			Pomone about 12 miles SW. Conroy our main	
8	3	3					scattered, Catherine & Drummond were near, the	
9	2	..	W 1/2 S ^o				to wind? of Pomone 18 in sight from Duke 24 from	
10	3	..	W				main head. - Pomone hid a 1/2 up but not 2 1/2	
11	2	8	WSW				from base.	
12	2	6						
69							Done jib	
							Single masted S. Course & main, Lucy in tow.	
							Pomone SE. 13 ¹ / ₂	

Var. 4th Course 19 1/2 W.
- Principal 14th

Latitude N^o

38. 16 1/4 06th

Beating Sicily W.

Trapani SE 1/4 W^o

Martimo SE 1/4 E but 7th

Bar 29.7th

Sick 8

Ther 80

Water 35

H	K	F	Course	L	Wind	Weather	Sunday 11 th September 1808		A. S. Woodcock	
1	3	..	WSW	1 1/2	5 ^o	6 B.H. 2 nd almost off.	Single masted S. Course, jib. th. - Pomone and a		few of the Conroy in sight to windward. - The	
2	3	2					Lucy in tow. Four jib. left W ^o .			
3	3	2								
4	2	2				5				
5	2	1	SWW		SE 4 th					
6	2	..				W ^o	Lost sight of the Pomone here. - Set W ^o 1 st jib 4 th			
7	1	..	ESW				(by Martimo SE 1/2 E ^o)			
8	2	2				6 1/2	In 4 th sails - In 3 rd 4 th 7 th S ^o			
9	2	3	SWW			W ^o	(7 th a rocket SEW. Concluded that the Pomone			
10	2	..	SWW			6	had tacked in then when lost sight of her and			
11	2	2					that none was standing out here - Catherine,			
12	2	..					Drummond and a Polack ship to windward of us			
1	1	2	SWW			5	be cast off the bow.			
2	2	2								
3	3	2	WSW	1		4 1/2	Set jib and main.			
4	3	8	WSW							
5	3	4								
6	2	5	WSW			B.H.	No Pomone in sight - 6 vessels to wind? on the			
7	1	5				W ^o	other back - here with Lucy & Drummond.			
8	2	5	SE 4 th							
9	3	2	ESE			5	Saw Pomone on horizon on I. P ^o -			
10	3	..	SE 4 th			5 1/2				
11	2	2				4	Made sig. to him for permission to hoist out			
12	4	..					about, after 2 nd , set 2 nd 4 th			
66										

Latitude N^o

38. 0 1/2 06th

Beating Sicily.

Martimo 2 ESE 1/2 E^o
about 6 leath

Bar 29.80

Ther. 81

Sick 10

Water 34

E.	H.	K.	F.	Cum	Wind	Wear	there	D. 12 th September 1808
1	2	2	ht. S.	SW	2	Wt.		all sail set working up toward Pomorie
2	3	4	W. W.	SW		Thick		
3	2	.	SE	ht.		Foggy.		Sound from boat and sent her to Pomorie to board
4	1	5	ESE	S.				her surgeon in order to consult respecting the sick
5	1	8	E $\frac{1}{2}$ S.	W.	1	P. H.		of 4 min. —
6	1	8		SW				Returned the doctor. 140 fms
7	1	.			0			
8	1	6			1			
9	2	8	ht.	SE	2			
10	3	.						
11	1	3			1			
12	1	7						
1	1	.						
2	1	.	SW	SE				
3	1	.	S.	ESE				
4	.	.		—	0			
5	1	—	SE	ht.	1			
6	1	—		W.	$\frac{1}{2}$ Cl.			
7	1	—						
8	1	—						Set up the Rods, Trawl rigging, Top mast and
9	1	.	ESE					Top gallant rigging.
10	—	6						
11	—							Set Solly on board Pomorie
12	—		H. W.	ht.	$\frac{1}{2}$ Cl.			Tried made sail
								Pomorie SW 3.
33								

Latitude N^o

37.. 58.. Mark's
O/S.

Beauvais Sicily

Mauritino I.

$ES \frac{3}{4} E^4$ 4 hat

Bar 29.85

81

Natur 33

Sak 9.

HK	I	Course	Mind	Wca	thru	S. 13. September 1808.	St. W. Woodhick
1	1 8	W ^h	So ^s	1	cl.		
2	2					Wind round fair Convey to make all sail	
3	1 8	SE 6 E	W ^h		Okd.	SE ^h - How to wait for near ships - In 24 ^h	
4	-	{ 4 ^h SW		3	1 ^h	Find the Hotel Drummond to make him	
5	2					set Had. 2 ^h while he at last did - Row up.	
6	1 -	SE ^h	W ^h	2			
7	1 5			1			
8	2 6					set 7 ^h & 24 ^h	
9	3			2	B. L.		
10	3			5	1 ^h	In 24 ^h sail.	
11	2	SE					
12	2 8	SW	SE	4		set 7 ^h & 24 ^h	
1	3	SW	SE	2		Pomom SE 1 ^h 5.	
2	3 2	SW	SE	2			
3	1			1		up courses.	
4				0			
5							
6	1 5	SW	SE	1	cl.	Pomom filled on S tack.	
7	2 5			3		set 7 ^h & 24 ^h 1 ^h .	
8	2	SW	SE	3			
9	2 5	SE 1 ^h E				Pomom or ban, looked. - Pomom to Convey	
10	3 3	SW	SE			tacked -	
11	3 5	SW	SE			Pomom bring ahead, and made sig. to some	
12	3 5	SW	SE			H. C. Shapley asked to tack with a gun - Commodore	
	49					made sig. to me to cut Convey - Answer? "24 ^h the the	
						asked if I had seen Lodoi - Answer? "yesterday	
						4 evening, passed me into middle Convey, not seen."	

Beavis Sicily

No observatⁿ.

Martins J

just visible this haze

и ебѣ. 7 лѣтѣ.

Bar. 29.82

Page 80

Wch. 32

Leaf 8

H K F		Course	Wind	Sea	Time	Sept 14 th 1808
1	1	5	SW	SE	2	cl. h. 3 S. jib and main Our sailing most extraordinary improved since setting of 7.25
2	1	5				SW. now 2 inches farther aft from the S. that Capt. James - I must feel widge the mast when we get in.
3	2		SW	SE		
4	2	5	SW	SE		
5	2	5				
6	2					Saw Pantelania S 3/4 E. and Capt. Cape Bon NW.
7	2		SW	SE		Pomone made by light set sail
8	2					Pomone S 6 E. 6. Drummond & Lucy astern
9	2	4	SW	SE		
10	1	5			1	
11	1	5				
12	1	5				Pomone S. 4 1/2 5.
1	1		SE	SE	10	Th. Around Pomone make some sig. and see her at the other tack - Tacked. Pomone made some sig.
2	3		SE	SW	2	
3	4			SW	3	
4	4					
5	2		SW	SE	2	cl. h. Pantelania S 6 E.
6	2		SE	SE		Pomone tele. "Humbly Conroy" - Ast. 25
7	2					Saw a sail 1/2 made sig. for her. - Supposed Drummond who I missed this morning.
8	2					up 7.25
9	3		SW	SE	3	
10	4	2			4	
11	4	5	SE			A small Felucca standing out from Pantelania tow. 9.10
12	5	2			4 1/2	Pomone & Conroy S 6 E. 7. Lucy astern. Drummond 1/2. Conroy down
61						

Var. W.

Bearings of Pantelania

Mant 19.20. 1/2 1/2
 1/2 1/2 1/2 1/2
 1/2 1/2 1/2 1/2
 1/2 1/2 1/2 1/2
 1/2 1/2 1/2 1/2

very extraordinary

Exp. 1/2 1/2 1/2 1/2 about 8 miles

Bar. 29.8
 Thu 78
 Lick 7
 Wat 31

H K F		Course	Wind	Sea	Time	Sept 15 th 1808	Wm S Woolrich
1	6		SE	SW	5	cl. h. Thru 2 supd S	
2	5	1			4		The Felucca from Pantelania spoken, he wanted to join the Conroy to Malta for fear of the Barbans. Sent him to Commodore
3	5	1					
4	5		SW				
5	4	5	SE	SE			Pomone SE 1/2 8. Amazon ahead. Drummond crosses over 1/2. - the rest up to land.
6	5				5		Set W. & G. to down the Commodore after dark
7	5	5					
8	7				6		In G. up Tail
9	7						
10	3	8	SE	SE			
11	3	8	SE	SE			
12	5	8	SE	SE	5		Pomone SE 1/2 1 1/2
1	4	5	SE	SE	3		Low end the S.
2	4	5					Hoisted 1/2
3	4						
4	4						
5	2	4					Pomone hove to on L. 1/2 - so did.
6			SW		2	cl. h.	Pomone hove up - so did. under S?
7	3		SE				Set G. sails. - Pomone asked how Malta
8	1	2	SW	SW	1		was land to the south by compass (Tele.) - around
9	1	2	SE	SE			Et. imagined it SE. while I laid down on Galician
10	1	5	SW	SE			to be sure. - It chart. - ^{Supposed that this was Malta}
11		6	SW	SE			22 of the Conroy in sight
12	1		SW	SE			
101							Pomone SW. 3

Variation W.

Log Course

Latitude N.

Longitude E

29.8
 15.31
 13 1/2
 166 1/2
 99
 36.8
 35.58
 14.5
 13.40
 29.78
 82
 4
 30

H	K	F	Course	Wind	Wear	21 st Sept 1808
1	2	4	NNE	SE	2	Cl. H. 8 th 9 th set Pomone ahead, Conroy with
2	1	5	SE	N	1	Pomone asked Lat: ansd? 36.11 - took a drub
3	3	1	5		1	all which gave 35.58 and teleg? it to her - the
4	4		Head E	Caln	0	signaling her 35.56 - set to work -
5	5					Let the people swim and get sail on
6	6	2	ESE	NE	1	(5) On sig. to close upon Pomone - he took
7	7	2	5			and made all sail by.
8	8	3			2	Pomone 2 nd 1 st In to work flying jib & 9 th sails
9	9	3	7	SE	3	In 2 nd drift
10	10	3			4	1/2
11	11	3			5	W th up m th sail - sig to tack.
12	12	3	2	NNE	E	Pomone NNE 2'
1	1	2	5	NNE	E	
2	2	2	8			
3	3	2	8			
4	4	2	8			
5	5	1	5		4	
6	6	2			3	B.P. Let m th sail - Goro 2 nd 5 th & 8 th 12 th E
7	7	2	8			Let 9 th sails flying jib &c. 17 Conroy.
8	8	3	6		4	
9	9	2		SE	K	Set to work.
10	10	5				
11	11	2	4	NNE	E	5 K.
12	12	4				
1	1					Pomone NNE 5' -

Latitude N

Barings 4

36.6. 1/2

Goro I. { SE E
SE E E E } 5 hrs

Bar 24.8
Ther 80
Suk 4
Water 24

H	K	F	Course	Wind	Wear	21 st Sept 1808.	W. H. Woodcock
1	3	6	NNE	E	5	B.P.H.	Pomone on 11 th tow carrying all sail by the wind.
2	3	6				K.	he had also 1 m th 5 th and at sail 11. - (1) saw
3	3	6	SE	E			a large ship on lee bow signalled to Pomone
4	4	4	SE	E			who had tacked that she was a frigate - The
5	4						shape sheard Mercury's number, ansd? it it
6	4						expected it to Pomone. - Pomone pursued to
7	4						one showing Mercury's number had a sig. up
8	3	2	SE	E	4		for a few minutes I think 242. - let the heels
9	3						it down. - (6) Pomone SE E 10 miles the
10	2	5					Maryanne and several of the Conroy 11 th 9 th
11	1	8			3		Mercury & two country vessels 6' to leeward, &
12	1	5					Goro 2 nd 5 th to 2 nd 5 th - In 2 nd up Pomone
1	1	5					heeled up her former & 9 th - (7) She found
2	2	5					a blue light at 7 th a second and soon after a
3	1						third when I burned me in a case -
4	1						(12) up courses Pomone he 1.
5	1						1 st I imagined the Pomone had tacked to leeward.
6	2						(2) Finding she had not tacked back
7	3	5	SE	E	4	B.H.	at Daylight little In. Tofala 2 nd 5 th
8	3	2	SE	E			Pomone teleg. "Pomone to Port, report as, I will wait for
9	3	7	SE	E			London and Conroy" - set courses Oct 2 nd up - Pomone
10	1	8	SE	E			teleg. "Have you seen London" ansd? "Yes now 11 th 5 th 1 st 1 st
11	3	4	SE	E	5		Hoisted Colours & parted. Set to work on
12	3	5					big in company. -
1	1						A suspicious looking fellow to leeward hoisted 11 th
2	1						Colours - showed out and tacked to close the big.
3	1						Imagined him to be a Barbary Corsair.
4	1						He tacked & tacked off.

Barings Malta

P. Benigna ENE E
Tofala I. NNE 1/2 miles

Bar 24.8
Ther 81.5
Suk 4
Water 28

H	H	K	F	Course	Wind	Wear	Ther	© 18 th September 1808	N.M.S. Woodrich
1	1	2	5	S 6 W ¹	S 6 E 2	3	B. L.	All sail set by the wind endeavouring to reach	
2	2	2				3	K.	the E th end of Malta - Westmouland info.	
3	3	2	5	E N E 2 E	S 6 W ¹				
4	4	2				2			
5	5	1		E 6 N ¹	W 6 E	1		Westmouland tacked though in our wake -	
6	6		5			1		Paped over Ben Jee Shoal in 7 fms -	
7	7	2	5	N 6 E 2		2		rounded the N. pt. of bay about 1 Calh Dist.	
8	8	3	4		N 6 E			Bow away tow th the Elmo light	
9	9	4		N 6 W				In 2 mts up course -	
10	10	4		N 6 W				Hauled off S th Elmo N. 6 th 1/2 mile -	
11	11	1		Standing off.					
12	12	1				K.		S th Elmo N 6 W ¹	
1	1	1							
2	2	1		Standing in		1			
3	3	1							
4	4	1		Standing off.		K.			
5	5	1				K.		Tacked in made sail for the harbour	
6	6	2						Paped S th Elmo healded 7 th and sent a tonline	
7	7							to the Frigate hauled in aboard the Port de Galles	
8	8							ready to proceed to the Dockyard and moored with a	
9	9							Down and hoisted - Ambascade & Imoge sailed	
10	10							with Conroy, Remain Frigate S th Elmo S th Dale 2 ad White	
11	11							Glatton Hind, Espire, Cephalus, Peladus & Mercury -	
12	12							(8) Pomone and 3 of the Conroy came in.	
34									

Total Run					
From Gibraltar to Malta	15	24	miles	in	25 days
From Yarmouth to Gibraltar	13	88	—	17	days
Total	29	12		42	
				Bar.	29 99
				Educ.	81

Sept ^r 1808	Wind	Wear	N.M.S. Woodrich	Malta
19 th	E 6 S	1	B. L.	M. Warped to the Dock Yard, made fast alongside the Wharf and rigged a Broom to the shou for the convenience of clearing the Shou.
20 th	E 6 S	1	B. L.	Under sail struck the M th to shift the Rull - thus which was again gone (the wood was green and so soft though oak that the boards of the Mast had sunk 16 inch into it) - Clearing Shou
21 st	Calm	0	B. C.	Discharging the Shou.
22 nd	E 6 S	1	B. L.	Do Do -
23 rd	W 6 S	1	B. P.	Do Do -
24 th	S 6 E	4	B. C.	Do Do - Stayed up the M. Top Mast.
25 th	S 6 E	6	B. L.	Tin was deusted. Standard sailed with Conroy to Eng ^l
26 th	Calm	0	Dunkap	Discharging Shou. - Ther 92 2 pm. Ther.
27 th	S 6 E	1	B. S.	Do Do
28 th	Calm	0	B. S.	Do Do - Found the M th M th badly sprung - shifted it, but the bad place being only 3 feet above the Cap I did not return it then as it might be used if necessary or perhaps home.
29 th	N 6 W	4	H.	Discharging Shou.
30 th	Calm	0	B. L.	Do Do - Poor J. Godwin who fell from the M th Top sail Yard on the 7 th instant departed this life pm. - It is necessary to remark that though the Lown Extermination was not without feeling or pain, he had rec ^d neither rupture nor fracture, his pains began to pass pretty regularly, his spirits were good and his appetite tolerable - with steady child he died, and the cause assigned to me was a mortification of an ulcer in his back, brought on by

*: lying continually in the same position - but a party of men to his funeral.

Bar. 29.99
Ther. 81

H	October 1808	Wind	Weather	HMS Woodwich	Malta.
1	h. 1 st	—	0 B.L.	Discharging stores	Shifted the ship to the stern for the purpose of getting out the heavy masts and spars. — Eagle came in.
2					
3					
4	o. 2 nd	W	4 B.C.	Discharging stores	
5					
6	D. 3 rd	NE	2 B.L.	D° D°	
7					
8	o. 4 th	NE	2 B.C.	D° D°	Set up the rigging
9	8. 5 th	no.	1 B.C.	D° D°	Punished J. Mms Marine with 12 lashes for neglect of duty. 40 Soldiers assisting to haul out the
10					
11	6 th	—	0 B.C.	D° D°	Leonidas came up
12					
1	7 th	—	0 H.R. —	D° D°	Punished J. Barkford Marine with 12 lashes for sleeping on his post.
2					
3	h. 8 th	ENE	5 H.R.	D° D°	Supplied the Jolly boat to the
4		—	7 H.		Adelphi Sky rocket ship.
5	o. 9 th	no.	1 H.	Holiday	Leave on shore.
6					
7	D. 10 th	—	0 B.C.	Discharging stores.	
8	8. 11 th	W	0 H.R.	D° D°	Spartan came up the harbour
9					
10					
11					
12					
1	8. 12 th	W	8 H.L.	D° D°	Punished Mr. Wilson with 36 lashes for quitting the boat when on duty. & George Willard with 24 for going on shore without leave.
2					
3	4. 13 th	W	4 H.L.	D° D°	White washed the Orlop & Lower Decks
4					
5	o. 14 th	W	6 H.L.	D° D°	Blackened the yards & Tanned the rigging
6					
7					
8					
9					
10					
11					
12					

October 1808	Wind	Weather	HMS Woodwich	Malta.
h. 15 th	—	0 B.C.	Discharging stores.	Blackening the yards.
o. 16 th	SW	5 B.C.	D° D°	—
D. 17 th	W	1 B.C.	Half holiday.	Leave on shore. Several country from England came in.
	W	7 or 8		
8. 18 th	W	6 B.L.	Discharging stores (77).	
		9 or 10		
h. 19 th	—	0 B.L.	D° D°	
2. 20 th	W	B.L.	Cleaned the ship of all the stores & washed the hold and timber — Draught of water 13 weeks Provisions on board, 20 ton of water &c. — The cables on shore anchored and stores on board / { F... 15.0. A... 16.2	
2. 21 st	W	4 B.L.	Took in some condemned rope from dock yard.	
h. 22 nd	W	4 B.C.	Taking in unswimable brass guns & other ordnance	
o. 23 rd	SE	1 B.C.	D° D° M.	Washed the decks. Leave on shore
D. 24 th	W	4 B.C.	M.	Taking in ordnance stores — Watering
8. 25 th	W	4 B.C.	D° D° M.	5 up anchor warped over the harbour and moved about the ordnance wharf — Cables & 7 off. Steam the north on shore.
8. 26 th	no.	2 B.L.	Taking in ordnance stores — Preparing for sea — Spartiate came	
2. 27 th	—	0 B.L.	Preparing for sea. Made sig. Convey NE!	
o. 28 th	SE	2 B.C.	Taking in condemned ordnance stores. Boat sails	
h. 29 th	ES	2 B.C.	In Launch. — Ready for sea. — Made sig. to be more	
o. 30 th	NE	3 B.C.	Wind in — Action came in	
D. 31 st	ESE	3 B.C.P.	gan. started off & warped over the harbour. Made sig. to	might with a gun.

H K F Course Wind Wca
 5th November 1st 1808. H. M. S. Woodrigh
Malta to Messina

1	1				ENE	3	B.C.	At (1) Having warped close up to the Admiral's bow (lying inside S. Angelo Point) made sail, cast with a spring and fetched clear out of the harbour. Shortened sail to the top.
2	2							to wait for Conroy. (3) Tacked in. (5) Tacked off, but foolishly too close in had she misjudged I do not think our anchors would have brought us up before we tailed the shore. — no Conroy yet — a small pilot came out saying he might be coming to us — spoke him no. — at dark made sail off. In 2 nd reef — Loaded the guns.
3	3							
4	4							
5	5							
6	6							
7	7	3		NE	ESE			
8	8	3						
9	9	3	5					
10	10	3	6	NE E	SE E			
11	11	3	6					
12	12	3	8					
1	1	3	6	NE E 1/4 E				
2	2	3	6					
3	3	3	6					
4	4	3	4					
5	5	2	8	NE	ESE	2 1/2		Sicily on the horizon.
6	6	2	8				C.C.C.	
7	7	2	8			2		Cape Paparo NE by N about 4 leagues. Mt. Etna N 3/4 E 1/2 N. Out all reefs set to get to the.
8	8	2						
9	9	2				1		
10	10	1				0		
11	11	1	4			1		
12	12	2				1 1/2		Piped the Island & Castle of C. Paparo at the distance of 1 1/2 miles. —
1	1							Nothing but small vessels in sight

Var. W. Lat. obs. N. Bearings Sicily
 Obs. 13:47' 36..40..52 Cape Paparo Castle
 alt. 11' W 3:5. Comp. = W 17:5. 3 miles
 Bar. 30.08
 Therm. 70
 Sunk 2
 Water 50

H K F Course Wind Wca
 8th November 2nd 1808 H. M. S. Woodrigh
Malta to Messina

1	2	6		NE	SEW	2	B.C.	Nothing but Sicily in sight Set down the 1 st .
2	3	2						Set the outer stud 1/4.
3	4				SE 1/2 E	2 1/2		
4	2	5		NE by N	1 st			Etna in the clouds
5	4	4						In down and out the stud 1/4 and 1 st reefs —
6	3	3			SE 1/2 E	2		Piping Syracuse — Heard the 3 set guns then.
7	3							
8	2	3			SE 1/2 E			
9	1	6		NE by E	SW 1/2 S	1		
10	2							
11	2							
12	1	6						
1								
2				NE				
3				NE				
4	1			NE by E	1/2			
5	3	3			SE	2	B.C.	
6	3	3						
7	3	4				2 1/2		Out reefs set down & outer stud 1/4.
8	3	4		NE by E				Etna enveloped in clouds
9	2	8						Piping Sicily.
10	2					1		
11	2	2			SE 1/2 E	1 1/2		
12	2	4						
50	3							

Var. W. Latitude N. Bearings
 Obs. 14:09' 37..39. C. Grosse Sicily NE by E
 alt. 11' Italy — { NE by E
 Bar. 30.08
 Therm. 69
 Sunk 2
 Water 55

H	K	F	Course	Wind	Weather	3 rd November 1808. HMS Woodcock	Malta
1	3	4	N 8 E 1/2 E	S ^o	2	B.C.	All sails set nothing but Sicily in sight
2	3	2					
3	3	3					
4	4	4	2		3		Saw Mepina —
5	5	4					
6	6	4	5				
7	7	6		N 8 E 1/2 E	4		Passed Mepina Lighthouse — No Pilot coming off shortened sail, hauled in towards the shore, observed a small Frigate lying there, went to leeward of her & brought up with B.D. in 25 fms. — Porcupine's boat boarded us.
8	8				5		
9	9				6		
10					7		
11							
12							
13							
14							
15							
16							
17							
18							
19							
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24							
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26							
27							
28							

Made signal for Convoys to Malta.

Let go the S.M. B. to the No. 2 of the other anchor so as to have a Boom on each bow, and heeled her stern into the shore, made it fast with two parts of ashmen (fall &c) one quarter and one part on the other. Part of the boats on each side the No. 2 Gate & Masthead. (9) Portuguese boat came off.

Saw several Frigates & Men of War lying here, an English Geminor of 5000 men, & Sicilian vessels flying. — Sir J. Mordaunt Com^r of the Force (being at Palermo) L^d T. 2^o H.

1808	November	Wind	Weather	♀ 4 th November 1808	Mepina.
♀ 4 th	1 ^o	8	Th.	Harol Squalls - Let go the Men of War and saw the ship between the B.D. and Mepina fall to the Bow. Tides running very strong -	
	SW	7	H.R.		
	Calm	0			
♀ 5 th	W ^o	1	H.R.	Loose sails today. A Key of Iron came from Reggio about exchanging prisoners	
♀ 6 th	W ^o	1	H.	(1) Wind 17 Guns for the P. Plot. Am. made signal for Convoys to prepare to sail -	
♀ 7 th			H. Sh.	Saw large Boats having been seen moving along the opposite shore a degree of alarm took possession of the Staff and Capt. Elliot of the Porcupine ordered to go out in the morning to reconnoitre Reggio and de-	
			H. R.	kind me to stay till he returned (Jan) he went out	
	No ^o	2	D.C.		
♀ 8 th	N.E. B.	1	D.C.	Porcupine was joined by the Mercury and both anchored here at 10 pm. - M. Capt. Danes	
	Calm	0		being no commode for me made sig for hoisting	
	SW	2		Packet sent out Wind came up from the S. 3 ^o 1/2	
	NW	1	Th.	Packet returned. Around the Convoys.	
	SW	2			
♀ 9 th	SW	3	Th.	as well in as out. -	
♀ 10 th	SW	7	Th.	At wind to the No. 2. At daylight unmoored	
		3		weighed and made sail out Collected the	
♀ 11 th	N. SW	5	Th.	Convoys and B.D. - Packet came out.	
	Calm	0	H. R.	(9) am Tule Calm. - (11) Wind came in from the northward. - Hauld close to it but the	
	W. W.	3	D.C.	cannot sitting over to the other shore, and to	
				leave to part to hold our own B.D. up for the Anchorage - with the Convoys -	
	10. Calm	0			
	11. SE	2			

136. From Malta.

H	K	F	Course	Wind	Locality	Date	Remarks
1				SW	3	12 th Nov 1808	At 11 P.M. Anchored the Conroy in their old berth - Moored with steam cable on shore. - Sir J. Stuart arrived from Palermo. Mercury & Pucierpa sent their boats away to the Coast of Calabria. -
2							
3				SW	1		
4							
5							
6							
7							
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13							
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H	K	F	Course	Wind	Locality	Date	Remarks
1	3		SW	NE	4	13 th Nov 1808	The Conroy in Comp. running along the Sicilian shore. - Distant by day & flagging hauled tow. - her to tow just that the wind came round to the West. - Set forward & shot ahead into one station - The wind came off again but remained fair all the evening.
2	2						
3	3	2	SW	W	2		
4	4	6	SW	W	4		
5	4	2		NE	6		
6	4	7	SW	NE			
7	5						
8	4	8			5		
9	4	6		NE	4		
10	4	4					
11	4	4		WN			
12	4						
13	4	2					
14	3	4					
15	3	4					
16	4						
17	3	6					
18	3	8	SW		B.C.		
19	4	4	SW	W			
20	5	3			5		
21	4	8					
22	4	6					
23	2		SW		4		
24	4	3	SW	W			
25	4						
26	4						
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28	4						
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99	4						
100	4						

Var. W. Latitude N. Bearings, Sicily.
 19° 00' am 30° 21' 00"
 18. 40. pm. 14°
 Land on Cape
 Paparo
 N°

H K F			Course	Wind	Weather	D 14. th November 1808		Wm S Woolwich.
1	3		hsw	hwt	5 B.C.	D.umped B. W. &c —		Convey in clouds. Imperial by gun.
2	2		hsw	hwt				
3	2	2	hsw	hwt		Rapid the Paulina and small convey heading		tow. Cape Paparo.
4	2	2						
5	3	2	hsw	hwt	5 1/2	Saw Malta W. S. about 9 leagues		
6	3	2				In 3 d.umps —		
7	3	2	hwt	hwt	6 1/2 B.C.	Down jib — up hwt		
8	4				4 1/2 B.C.	Set main sail		
9	2		hwt	hwt				
10	2	4	hwt		3			
11	1	6			4			
12	2				4 1/2	Convey in clouds and a breeze		
1	2	5						
2	3	2	hwt	hwt	3	about 4' from the land. and turned a blue light		
3	2	7	E 6 h.		3	Out 3 d.umps.		
4	3	8				Burned a blue light		
5	2	4	hwt	hwt				
6	2	2			B.C.			
7	1	2	E 6 h.	hwt				
8	2	4						
9	1	6	E 6 h.	hwt	2 W.	Out allumps. Made by to convey to get into		
10	1	2	hwt	hwt		port as best able.		
11	1					Sounded 40 fms gravel & clay		Reference to S. W. S.

Latitude N.

35.. 48.. 24 06'

Bearings Malta

S. Elmo L. House N 50° W

St. Elmo Pt. — N 78° W

Tolpala I. — N 80° W

7' off shore.

H	K	F	Course	Wind	Wear.	D 15. th November 1808 — Messina to Malta	
1				No. ^o	$\frac{1}{2}$ B.C.	Convey drifting fast to the S.E. ^l	
2	}		Head to the NW			50 fms S. Elmo N 45 W — Extr. Pt. N 75 $\frac{1}{2}$ W.	
3					Laid her head off.		
4					Head to the S.?		
5						55 Grel. & Gravel. 53 fms Malta N 33 W. to N 66 W.	
6							
7				Calm	0		
8						72 fms Shift blue clay. Malta hwt to hwt about	
9			Head to the S.?			2 miles farther than last sounding.	
10							
11							
12				E ^o	$\frac{1}{2}$	Convey scattered.	
1							
2							
3							
4							
5							
6				S ^o	1 B.C.	Set G.S. ^o & jib — by the wind to weather ^{Real.} Scale	
7	1	4	N 86 h.	E 65 ^o	2		
8	2	2					
9	2	5					
10	2	5				Rapid on kala reef in 8 fms 22 fms deep to a	
11	2	5.				each side — up 75 ^o h 85 ^o our jib to wait for	
12	-	-	up N.E. ^l		2 $\frac{1}{2}$	the convey. —	
						(11) How to go by Boyton.	
						All the convey rapid the kala reef except	
						the Boyton Wing along way to land.	
11							

Bearings

Malta Light house
of S. Elmo

W. N. 2 miles.

Nov. 1808	Wind	Wra.	HMS Woolwich	Malta
8. 16 th	NE 4	B.C.		Lying to off Valletta waiting for the Boston to weather the reef (4) She fired at Bonaparte with her 4 th Cameto in one old bottle off the gate on the NW. extreme of the ordnance Marine - moved with a full out ahead and both ends of the masts astern to Port. AM. Unbent all the sails save jib & Topsails.
4. 17	SE 6			
4. 17	SE 5	B.L.		Watering.
9. 18 th	Calm	B.L.		Watering.
4. 19 th	SW 4	cl. Per		Completed the watering.
0. 20	NW 1	B.L.		Rec ^d Order to join the Action Conroy, (Capt. S.A. Gordon)
D 21	SW 1	B.C. W. - 6 P.H.		Loosed the S ^t train.
8. 22	W. 8	P.H. W. 2 B.C.		Completed Provisions to 3 months
8. 23	WSW 5	B.C.		Set up the rigging.
4. 24	NW 2	B.P.		Scrubbed Ham. Making kippers —
9. 25	Calm	cl.		Preparing for sea. Bent sails — Hyperion sailed
4. 26	SW 1	cl.		Completed the Water. In Launch AM 7 Action was repeated Sig ^s to bright, — 8 gunnons — 11 up 77

HK	F	Cume	Wind	Wra.	0 27 th Nov. 1808	Malta to England
1			WNW 5	B.L. Per		At noon hoisted the S ^t Cast off and run out of the harbour. Hove to off S ^t Elmo — Left in the
2			Standing off to or	In 2 nd up.		harbour Trident, Spartiate, Cyane, Rosaspine, Ambuscade,
3			Draft of Water	F. 17.4		Wasp, Ronco, Halcyon, Tullia, Pilot & Glatton.
4			both 7 th up.	A. 18.5		Conroy consisting of Action, Woolwich, Delight, Lord
5	4	6	NE 6	WNW 6	cl. El.	Eldon and 48 small Vessels & Transports —
6	3					4. Action made sail. Gogo Exh. NW. Valletta SW.
7	2	8				3 S ^t and Tonsail. Expected various Sig ^s
8	2	4	NE 6	WNW 5		with Guns.
9	3					
10	2	6			4	Set NW th
11	3		NE 4 E	W th		
12	3		WNW			Action NE 3 rd
1	3	2	NE 6	NW		
2	3	2			3	
3	3		WNW 6	WNW 6		
4	2	5	NE 6	NW		
5	2				cl.	
6	2					
7	1	5			2	52 sail in Co. 9 Margins in sight
8	1	6				K — 52 nd Capt 9 th C. Paparo. NE 4 E. W. Exh. NW th
9	1	5	WSW 5		1	Command. signified on Penn th by Telegraph.
10						
11			Calm		B.P.	Up courses.
12			NE 7			55 th mud & shales etc.

Latitude N.	Bearings Sicily.	
36° 36' 25.0.	Cape Paparo. NE 4 E.	Bar 29.75
	W. Exh. NW th	Ther 60 — 64
		high 7.
		Water 70.

H	K	F	Coun	Wind	Heath	D	28 th November 1808	Amst Woodcock
1							Calm o B.P.L.	Infor with Actin & Honoy.
2								
3								
4	1		W ^h L	M ^t 1			Set courses and flying jib	
5	1	8	W ^h E	kmw 2	K.		Cape Paparo N 80 E.	
6	3				3			
7	3		N ^o	kmw				
8	2	5					Actin made signal and tacked.	
9	3				4		Down flying jib	
10	1	5	W ^h W	kmw	K.		about 3 leagues from Sicily.	
11	4	5					In Gails	
12	5				4 ¹ / ₂		Actin M ^t 3' up M ^t S ^e	
1	3	5	W ^h S ^o	kmw 5				
2	2	5						
3	2	5						
4	2	5			1/2			
5	2	4						
6	2	4			CL		Set M ^t S ^e and jib — Set Gails	
7	1	5	W ^h W	kmw	1/2		In G ^o Malta M ^t	
8	4	5					Actin made sig. & won	
9	2		N ^o	kmw	K.		Two ships of War to wind?	
10	5						Exchanged names with Hyperion	
11	4	5					Our sig. to lead Conroy up M ^t S ^e & took on the ^{upland} M ^t	
12	2						The Actin tacking into the lee of the Conroy	
							Set M ^t S ^e	
							Actin acton.	

Latitude N

Beating Saily

36. 20 O^h 1/2 M^t

Highland on
Cape Paparo

N 6 E 1/4 E 1/2 6 lea^s

Bar 29. 60

Ther 63 - 65

Sink 8

Water 69

H	K	F	Coun	Wind	Heath	D	29 th November	Malta to England
1	2	2	W ^h W	W ^h N ^o 5 cl.			In Comp ^t with Actin at 53 Conroy. —	
2	3		W ^h W ^h W	5 ¹ / ₂			O ^h up M ^t S ^e & H ^o — leading it. —	
3	3		W ^h W				Actin came up to her Action Set M ^t Sail and	
4	3	5					clawed to windward.	
5	3		W ^h 3/4 E	kmw			Cape Paparo E 1/4 N ^o W ^h Exhum N 1/4 W ^h	
6	4				K.		in 15 fms p ^r Gen ^e Sig ^e up M ^t S ^e	
7	3		W ^h W	kmw 6 1/2			In 3 rd up M ^t S ^e & H ^o S ^e	
8	2				1/2			
9	3	6	W ^h W ^h W		5			
10	3	2			B.P.			
11	2	8			4 1/2			
12	2	8					Actin W ^h 3' — Set M ^t S ^e	
1	3	2	W ^h	kmw				
2	4		W ^h S ^o	W ^h N ^o 5			up M ^t S ^e	
3	4				K.		p ^r Gen ^e Sig ^e	
4	2	5	kmw	W ^h				
5	2							
6	1	8	kmw	W ^h S ^o			Set M ^t S ^e —	
7	2		W ^h S ^o	W ^h W	B.P.		Out 3 rd up M ^t S ^e & H ^o S ^e Set G ^o S ^e	
8	3	3						
9	3	2	M ^t	W ^h W				
10	4	5	M ^t W				Gen ^e sig. to make all sail M ^t up M ^t S ^e	
11	5						In G ^o 1/2 1/2 and Tonsail	
12	3						Actin N 80 W ^h 2' Sounded 1/4 fms from muddy	
							land.	

Latitude N.

Beating

36. 25 1/2 O^h 1/2

Sicily { W 1/2 E 1/2 E
W 1/2 E 1/2 E

Bar 29. 38

Ther 65.

Malta W

Gozo W 1/4 W

Sink 7

Water 68.

H	K	F	Course	Wind	Wear	230 th November 1808	At H. S. Woolwich
1	2	5	SW	W. S. W.	5	In Co. with Action and 52 sail. — Hon	
2			W. S. W.	W. S. W.		to (I suppose to collect Envoys)	
3							
4						Killed.	
5	3	8	SW	W. S. W.		In 3 ^d morn. Set M. sail	
6	4	6	NE	W. S. W.	6	Sicily 40 th to 42 nd	
7	2	4	W. S. W.	W. S. W.		Close uped H. & M. S. down jib & Union	
8	2	4			6 th	Set M. sail at M. S. S.	
9	2	8	W. S. W.		6 th		
10	3	5	W. S. W.		7		
11	3	5					
12	3				8		
1	2	8			8 th		
2	2	8			8 th	2 nd saw Action on L. S. with 44 th M. S. made the S. only	
3	1	6	NE	W. S. W.	8 th	Close uped the S. In H. & M. S. B. & M. S.	
4		4	NE	W. S. W.	8 th	Down 8 yards in flying jib boom	
5							
6						D. P. Down 8 yards Malta W.	
7					7	Set uped 700 sail. Every man scattered	
8	1	5	NE	W. S. W.		42 in light Action just visible to form down ahead	
9	2	5				Delight action 7 th —	
10	2	8				B. C. Set 7.5 th —	
11	3	8	NE	W. S. W.		at 11 4.30. at the 700 made 7 th Disrupt action and	
12	4				6 th	Spoke him he had plenty a back and was having	
						what on board — advised him to go to Syracuse.	
						Every man scattered Action not distinguishable	

Lat. N.° 36. 20 00.
 Bar. 29. 48
 Therm 58. 62
 Suck 6
 Water 67.

H	K	F	Course	Wind	Wear	21 st December 1808	At H. S. Woolwich	Malta to England
1	3	5	NE	W. S. W.	6	Set H. & M. S. and M. Tail		
2	3	5				Saw the Command. Standing out, expected		
3	3	7	NE	W. S. W.		his signal to anchor. — He came to —		
4	4				5			
5	3	6			4			
6	3				3			
7								
8								
9								
10								
11								
12								
1								
2								
3								
4								
5								
6					4			
7					6			
8								
9					7			
10								
11								
12								

Tacked twice and brought up in 17th morn.
 ground in a small cove between the point
 of Cape Paparo island, and the next
 point to the W. of it Cape Paparo NESE &
 a small island forming the south extremity
 of the Bay NW. from whence a skull
 and backbone seemed to extend off shore
 3/4 of a mile

Went to anchor.

1 December 1808

Wind bear. At 11 Woodwick at 7 under C. Paparo

Mr 7 B.C. Some of the shagging coney coming in
 and lulling at night — M (7) Weighed by
 2 2^d — 6 H.H.L. general signal up G.M. 4 yards and went
 around the Point of Cape Paparo to seek for better
 anchorage in the bight of Noto. — Hyperion came in
 M.W. 4 A.C. While S. G.M. 4 hours Tacked over? working
 up towards Noto — (3) Came to with S.M. 11
 in 23 fms small seed coral bottom C. Paparo
 S.W. 1/2 W. No point of the bay N.E. Noto true
 W. 1/2 W. off the Tunny fishing house — Comm'd Noto
 (10) It came on suddenly to blow round to
 a whole cable (11) Packed about 30 fms from
 the plain — Set Comm's + M.S. Deal of again
 and set H.S. — Cable had not been uttered, fairly well
 (4) Came to with D.D. 17 fms coral bottom
 Cape Paparo S.W. — Noto N. — N.E. Extreme N.E. 1/2
 and Comm'd. N.E. 1/2 E. —
 Looked a Gale to attempt sweeping for
 the 7. — M. Put Launch out ahead
 the Callen to cadavore to sweep the 7 the
 buoy being stuck — but from the liberty
 conduct of the Master he missed it after
 getting hold — (11) a hard squall +
 Showers came on + thought the wind round
 to back, and weighed by General Signal
 4

H.K.I. (over) Wind West. From Malte to Eng. 8. 6. 2 December 1808

1 17.3 F. H.N.E 6 S.C. 1/2 3 Close up of S. Hyperion bright
 2 18.2 A. Laying to waiting for enough night
 3 Running round C. Paparo
 4 3 S.W. 1/2 H.E
 5 3 H. 5
 6 2 W 4
 7 2 5 W.N.W 5
 8 3 4 6
 9 3 9 W.N.W
 10 3 1 5
 11 3
 12 3
 1 3 5 W.N.W
 2 3 5
 3 3 5
 4 3 5 5 1/2
 5 4 -
 6 3 -
 7 2 5 W.N.W N.E. 1/2
 8 2
 9 2 W.N.W
 10 2 8
 11 3 W
 12 1 4 E.N.E W.
 1 63 W
 Lat. N. 36. 18.
 130 fms as bottom
 Malta + Gozo.
 S. to 16 E 1/2 E.
 Sailing in light
 Bar. 29.98
 Ther 54. 53
 Sunk - 5
 Water

H K F				Course	Wind	Heat	7 th December 1808		M. W. Woodrigh
1	2	2		knw	NE	5	B.C. Boarded the R. Gov. and conveyed him for the pleasure of the Chan and privy & gave up 3 hrs — no intelligence — signalled that to Commr. and made sail afternoon		
2	3	4							
3	3	8				6			
4	3	5				K.			
5	5	5		ENE	NE		Thickening sky — Close up the S.		
6	4					6 1/2			
7	3	4				7			
8	4	6							
9	3	5		ENE	NE	6			
10	3	4							
11	3	5		NE	NE	5 1/2			
12	3						Action NE 4'		
1	3	6		ENE			Time night		
2	4	5		NE	NE				
3	2	5		NE	NE	5			
4	4	5							
5	4	4		W					
6	4	2							
7	3	8					Thr. Gun by the J. Maids		
8	3	4		NE	NE	5 1/2	S. C. Hauled in among the Conroy making		
9	4						ce. them by the J. to stay up their Gall.		
10	5						M. and yards.		
11	5						(W. Commr. Tacked & Sailed. m. "Don't you think we better go to the ... Bay". — I replied "Yes" but by ... bay better.		
12	3			SW	K.	6	W. Tacked down the E. S. & set G. S.		
93							Lat obs. N. Bearings Malta		
36. 29				SW to SW				Bar 29.70	
								Ther 60	
								Sick 6	
								Water 60	

H	K	F	Course	Wind	Area	Time	8 th December 1808. Malta to England.
1	8	5	SW	W	6 1/2	3. rufed Topsails Comm & G. S. following the Commodore through the Conroy — E. S. to also	
2	9		SW		6 1/2	Course to Port —	
3	8	6	SW	W	6 1/2	In G. S. sent down the yards & struck the M.	
4	7	8			6 1/2	ambuscade with a brig in tow passed to leeward	
5	4		SW			and a ship with some brig info. much the appearance of L. Eldon. — (4) Passed Valetta	
6	2	5			7	S. G. 4 1/4 Commr. suddenly down & stood off. Won close up the S. Tacked the M. S. and stood	
7	2	5				after him. (9) In M. S. Commr. fired sundry	
8	2	5				blanlights to collect the Conroy — Set M. S. & M. S.	
9	1	5					
10	2	4	SW	W		Action NW 4'	
11	2						
12	2						
1	2			W		Lost sight of the Com. supposed he had won	
2	2	6	SW	W		ship pitching most violently, glad to have also. — Set M. S. and stood tow.	
3	2	5				M. since bay supposing that the Reader.	
4	2	4				Set M. S.	
5	3		SW	W		Set job carried away the stay & split job	
6	3						
7	1	5				d. h. G.	
8	3	5	SW			No Commr. in sight left the S. stood to the N. 3 brigs info.	
9	3	6	NE	W		Dropping to leeward. Set M. S.	
10	1	8				Saw Action on W. tow — He made E. S.	
11	4	4	SW	W		Sig. to put into port in view and walked	
12	4	4	NE	W		by M. S. into Valetta — a compound. bite.	
	4	4	SW			Set job and driven out 4. up and Tacked	
						over. turning tow. Valetta — but a great	
						sea. Ambuscade passing to leeward. Supposed	
						to M. since bay.	
at noon							Bar 29.50
St. Thomas Caith W. 10'							Ther 62
St. Elmo NW							Sick 5
							Water 59.

H	K	F	Course	Wind	Heat	2.9 th December 1808	At N. S. Woolrich
1	6		NbE & E	NW ^t	6 ¹ / ₂	Sec. A. Full up to S. Course & fit over. beating up to Valetta.	
2	6				5 ¹ / ₂	From moderate On 3. up set job & down & up	
3	6		NW ^t		7	8 ¹ / ₂ M. a heavy squall blown down made me down again.	
4	3		NNE ^t		7 ¹ / ₂		
5	3		NW ^t		7 ¹ / ₂		
6	2		N ^o	NW		At 0.10 within 1/4 of ashore of doing it but not chasing to us in at night in such weather I gave it up. Heard the Comander Comanded the S. to and stood off.	
7	2	5					
8	2	5					
9	4						
10	3	5			6 ¹ / ₂		
11	3	5					
12	3	5				Wore against my grain	
1	4		NW ^t				
2	4						
3	4		NW	NW			
4	4	5	NW	NW ^t	Wo.	Close in with the land.	
5	3	5	N ^o	NW ^t	6		
6	3	5			5 ¹ / ₂		
7	4		NNE	NW ^t	W ^o	and stood for Valetta.	
8	3	5	NW ^t				
9					7 h. 1/2		
10						Came to in Valetta Harbour of the King Mary Jane's	
11						along side the Commodore hauled our Stern into the	
12					7 ¹ / ₂ h. 1/2	shore.	
81							

Valetta Harbour
Malta

December 1808	Wind	Weather	At N. S. Woolrich	Malta.
2. 10 th	NW ^t	8 h. 1/2		Securing the ship — Launch watering
				M. Several of the stragglers of the Convoys came in.
3. 11 th	NW	6 cl. f		Watering. &c. Getting some stone ballast on board. M. Action went higher up the harbour
				M. The Adm ^l ordered me higher up the harbour as he says I am not safe, and whilst I say is judge — made sig ^t for a Pilot for I will have nothing to say to the job —
4. 12 th	NW	7 P.C.C.		Watering up the harbour, our launch broke or slipped on board the Spanish frigate and broke her boatswain's thigh — let go the anchor just in time to keep off Sola Point, warped up to wind [?] again is safely and left her to the Pilot (Boats [?] of the Yard) at 3 he made fast in my old berth off the Old man got and in a pretty fashion, the Main Cable & I heave on shore & 5 Cables ahead — and no other anchor clear on cable ranged! — In a squall at 2 am. broke both the Stern fasts and by cutting away all got another anchor to bring us up in the Spartick's heave!
	NW	7		Warped up again & removed with a Down on shore.
	NW ^t	5 P.C.		Hydra, Lioness, Thunder and Convoys came in — an. Pyllades & Imogen came in.
	NW ^t	4 B.P.		Watering ballasting &c.
	N ^o	3 B.P.		Dried the sails. M. Action made sig ^t to prepare to sail — Porcupine met out. — Commodore
	NW ^t	2		made sig ^t to weigh —
		6 cl.		

H K F Course Wind Heat: 4 22nd December 1808 Wm S Woolrich

1	7	..	WNW	SW	6	Th. 86	In Mys S ^c (1) Commodore Wm S ^c Woolrich
2	1	6	SE	SW	8		Dear P ^t & M ^t Signaled the Com.
3	2				8 ¹		that Baccotta side falling in hopes he and
4	2				9		go in —
5	1	8			9		upside the P ^t handed M ^t S ^c in P ^t S ^c
6	2						Hail
7	2	5					WSW 9 ¹ 4. 1/2
8	1	6	up SW	WS			
9	1	4					Up Toward Clont to the Commodore
10	1	4					1/2. thick Stormy S. S. & M ^t S ^c
11	1	4					
12	1	4					Action not in sight
1	1	2	up S.		9		
2	1	6			9 ¹		Many short sea ship
3	1	4					labouring very much
4	1	4					
5	1	5	up SW		11. 1/2		
6	1	5					
7	1	5					13 of the Conroy only in sight — all far to
8	1	5					hind? of us —
9	1	4					Two large ships and all the Conroy that were on
10	3		W. S. W. 9	B. 1/2			the weather too low, supposed one of the former
11	3	3					to be the Action now & set sail —
12	3	6					
50							I believe it is not the Action but as I am on this side
							it is impossible to stand under the lee of the land

Lat. N

36. 51 1/2 Ob.

Days Work of
the Master makes

C. Paparo W. S. W. 1/2 Comp. 7 Lea!

Bar 29. 30

Ther 56
Wind 4
Water 67

H K F Course Wind Heat: 4 23rd December 1808 Malta to England.

1	2		WNW	WS	9	Gr. Th.	Ship labouring exceedingly but the 9 th
2	2						upward & the 9 th Boons down — Standing
3	2						in to close the land. — Saw it
4	2						
5	2	5					(5) Ship now to WNW.
6	2	5					Intending to keep on this tack all night up P ^t
7	3	2					but at 8. finding it closed it too fast Wm looked
8	3	6			9 ¹		off and took in the S ^c —
9			up SW	WS	9		
10							
11							
12							
1							Two ships in sight
2							
3							
4							
5	1		WNW		2	B. P.	Set 3. up S ^c & down the side —
6	1	2					W. S. W. 1 ship 3 ships info —
7	2	4					
8	3		WNW				Bad. fluctuating — how falling, I will
9	2	7					keep 9 th down
10	2	6					
11	2						Out 2. deep.
12	2						
36							No Commodore in sight 4 of the Conroy (Shelving)

Lat. N

37. 9 1/2 Ob.

Bar 29. 40

Ther 54
Wind 4
Water 66

Bar 29. 40

Ther 54
Wind 4
Water 66

H.K.I.		Course	Wind	Lat.	Long.	Date	Time	Remarks
1	1	S	W.S.W.	1	B.P.	24 th Dec 1808		W.M.S. Woolwich
2	3	S.E.	S.W.	2				Single mtd S. Course &c.
3	4	S.W.	W.S.	3				Thirteen sail in sight probably the enemy the most of them courses down to wind? apparently pushing in tow? Syracuse - no commodore
4	3	S.W.	W.	4				
5	4	2		4				R. In 2 nd dept - Syracuse W. M. & the R. & W.
6	7	5	R.W.	5				
7	6		R.W.	5				
8	5	5						R.
9	4		S.W.	6	P. M.			
10	3	6		5	1/2			Admon. Set it again
11	3	8						
12	3	6			1/2			
1	3	4						
2	2			7	1/2			Up M. S. Close up the S. handed Brig B.
3	1	5			1/2			Set M. S.
4	1	8						
5	2	4	S.W.		B. P. M.			Set Driven & Jib.
6	2	5	S.W.		B. P.			
7	2	5		6				3 ships & two ships in sight before commencing
8	1	3	R.W.	6	W.			So won in for the land again -
9	4							Out 4 th dept - Out 6 th dept.
10	5	2	R.	5				
11	5	8						Up 9 th M. & 4 th at hoist the sails.
12	5	6						(We) saw a ship of war on S. P. seemingly standing out of Syracuse with a red ensign & the centre of I could not make out the latter - I was too far off only perhaps it is your dear Commodore him sail altogether in sight
89								Lat. 42° N.

36..55

H	K	F	Course	Wind	Sea- thee	Christmas Day 1808	Malta to England.
1	6	"	NE by E	W by N	5 1/2	D.P.	O. 4 th up to 8 th 9 th 10 th H. Standing in row, Syracuse
2	7	"	NE by W	"	5	"	a Weather too — saw a mass of war then made our
3	6	5	"	"	"	"	R number but she did not reply — app. the Action
4	5	"	SE by W	W by S	4	1/2 H.	Tacked once. Working up tow. Syracuse.
5	2	"	"	"	"	"	"
6	3	3	NE by W	W by S	"	"	"
7	2	8	SE by W	W by S	3	B.C.	"
8	2	8	"	"	"	"	"
9	3	6	W by N	"	2	"	Shortened sail
10	2	"	"	"	"	"	"
11	1	4	NE by W	W by S	"	"	"
12	1	"	SE by W	W by S	1	"	Brought to Syracuse Light W by S.
1	"	"	"	"	"	"	"
2	"	"	"	"	"	"	"
3	"	"	"	"	"	"	"
4	2	"	SE by W	W by S	2	"	"
5	2	"	"	"	"	"	"
6	"	"	"	"	"	"	"
7	"	"	"	"	"	"	"
8	"	"	"	"	"	"	"
9	"	"	"	"	"	"	"
10	"	"	"	"	"	"	"
11	"	"	"	"	"	"	"
12	"	"	"	"	"	"	"

[illegible]

Latitude N.

Beavis—

36.. 44. March No.⁶

Highland inn of L. Pagan W. A.º

Pointe Perce. — N. W. M. —

Par. 29. 66

June. 80

Lib 4

Water 70.

H	K	V'	Course	Wind	Weather	D 2. ^d	January 1809.	Malta to England.
1	2	1	S ^w	NW ^t	4	B.C.	Delight and 3 ships in Comp ^y	
2	2	.				R	It is better to keep hold of the land, particularly as I did so look into Porto Bay yesterday — I think her about half way betwixt Paparo and Martimo —	
3	2	5	NW ^t	N ^e				
4	4	.						
5	3	6	NNE ^s	NSE ^s	4½			
6	3	3				R	off Port P. ^t . W. & M. — 4 leagues off shore.	
7	1	2	N ^e	NNW ^t				
8	2	4	NNE ^s	NSE ^s	3			
9	2	4						
10	2	.						
11	2	.			2			
12	1	.					Convoys in Comp ^y	
1	1	.						
2	1	.			1			
3	.	.						
4	.	.	Head S ^w					
5	1	.	N ^e	NE	1	B.L.	A little breeze from the Eastward whilst the Officer of the Watch and changed to him (Mr Marshall) did not tell me of and (Honzarwell) did not get up till 17)	
6	1	4		E ^t	3		Nothing whatever in Porto Bay.	
7	2	.		NE ^t	4	C. G.	Spoke a Maltese Vessel from Malta Yesterday — board her she knew nothing of Convoys — Two ships of war in Malta. — But Delight told me another the Selig? m "Sailed last night 10 sail no frigate by them"	
8	4	2	NNE ^s	NNE ^t	5	N ^e		
9	3	.	N ^e			Mr.		
10	5	6		S ^e	6			
11	5	3		SE ^t	4½			
12	5	2		NE ^t	5			
							Spoke the Convoys, asked their pendants — I kept this outer course as the lead leads me to think the wind will blow to the NW. and N ^e Delight far ahead The 3 Convoys info.	

Latitude N^o

Beans Sicily.

36. 29. obs.

Cap. Paparo ENCE } comp.

W. Extreme. NNEW. N.

Bar. 29.70

Then 60

Sub 6

Water 69

H K F Course Wind Weather 3. 3^d January 1809 Wm. S. Woolrich

1	5	5	N ^h	SE ^h	4 ^h	P. Saus from N ^h S.	Delight and the 3 brigs in tow. (1) Found the Tarry dropping again so fast and the other brigs sparring so much sail, that I started to tow her, if we can make a tolerable run out of this Canal de Malta I think it very probable that we may find the Convey off Mauritius, except them by the Wrecking brigs which the sea indicates — and to come up with them at present is my first object, having how my anxious Capt. Gordon must be from the situation in which he left me. When therefore I took the Tarry in tow and made all sail. — At (4) Short P. sail ahead of the other brigs — (1) In Day S. 2 ^d M. 4 th & 2 ^d M. 4 th S ^h — One jib backed N. 2 ^d for the Actane — At 10 ^h observed the Delight keeping much to leeward and after dark she moved — But as the last thing that Capt. Parris had said to me "I'll stick to you" and which he had expected frequently before (and from his most exemplary conduct, as well as from Capt. Gordon's not having given either of us any orders I gave him none) and therefore had no suspicion of his parting — I gave him honor a Starlight at 10, after the watch had lost sight of him but which I could not see him with glass — He did not however answer it, and at daylight he was able to be seen — I can only say that no circumstances of brethren could excuse parting, and that therefore from his general character I am convinced he has had his own good reasons for so doing. — 12. Bright V. Convey at 12. Actane came up. Let jib Tided N. 2 ^d 2 ^d S. 1 st M. 4 th & 2 ^d M. 4 th In G.P. Keeping full as the wind as I was used to — the Tarry continues most amiably in spite of the sea which comes fast from the West. Made the Actane get up 7 ^h 4 th Saw Pantelaria NW ^h . 1 Brig in tow, 2 in Co.
2	3		E ^h		4		
3	3	5	N ^h	SE	3	B.P.	
4	4		W ^h N ^h	S ^h			
5	3	8	Gaze NW ^h E ^h W ^h T.				
6	3	8			4 ^h		
7	4	8			5 ^h		
8	4	5		SE			
9	3	8		SE	4		
10	3						
11	1	3	W ^h N ^h				
12	2	5		NW ^h			
1	2	2					
2	2	5					
3	2	6			5		
4	3	4					
5	3	7	W ^h NW ^h				
6	3	7					
7	3	7					
8	3	7	W ^h NW ^h	SW ^h			
9	3	8	W ^h NW ^h	SW ^h	4 ^h		
10	3	8	W ^h NW ^h	SW ^h			
11	3		W ^h NW ^h	SW ^h	3		
12	2				2 ^h		

Latitude N. 36. 35¹/₄ Ob.^h Longitude E. 13. 9. Chron. Pantelaria NW^h High Land of Sicily } Bar. 29.87 } Conf. 51 } 61 } 61 } Water

H K F Course Wind Weather 4. 4th January 1809 Malta to England

1	3		NW ^h	SW ^h	2 ^h	Cl. L.	1 Brig in tow, 2 in Co. — 1 st M. 4 th S. 2 ^d M. 4 th Courses H.
2	5			SW ^h	4		Wind very variable sometimes fresh then aft, now fresh and sometimes quite calm.
3	4		NW ^h N ^h	SW ^h			
4	2	4	NW ^h N ^h	SW ^h	5		
5	3		NW ^h N ^h	SW ^h			
6	2	3					Pantelaria NW ^h about 10 lea.
7	2	6	NW ^h	SW ^h	3 ^h		
8	3		NW ^h	SW ^h	6 ^h	W ^h	Cart off tow. In G.P. Wore 1 st M. 4 th S. 2 ^d M. 4 th Courses H.
9	1		SW ^h	SW ^h	7	B.P.	
10	1	5					
11	1	5					
12	2						Head sea pitching much. Close up 7 ^h 5 ^h
1	2	5	N ^h	SW ^h			
2	3						
3	2	4	W ^h N ^h				
4	2	8			6	B.P.L.	
5	2	5	W ^h N ^h				
6	2	5					Pantelaria NW ^h
7	2	5			5		
8	3		W ^h NW ^h				Out 4 ^h M. 4 th S. 2 ^d M. 4 th
9	2	6					
10	2	2			4		
11	1	6	W ^h NW ^h				Made Convey close.
12	1	6			3		

Latitude N. 36. 35. Ob.^h Bearings &c. Pantelaria S. 1st M. 4th S. 2^d M. 4th Conf. 51 } 61 } 61 } Water

H K F Course Wind Weather 4.5th January 1809 M. S. Woolrich

1 1 W. N. W. 2 B. L. 3rd up S. Course to 3 Brip in C —
Out 3rd up S. E. E.

2 1 5
3 1 5
4 1 5

5 5 W. 500 1 W. Partelaria NW & NW & W.

6 5 W. 0

7 Head 0 up Course.

8

9

10

11 1 6 W. South 2

12 2 5 W. N. W. 1

1 2 8 W. N. W.

2 2 4

3 2

4 2

5 1

6 1

7 1

8

9

10 2 W. 1 2

11 4 W. N. W. 3

12 5 4

33

Latitude N.

36. 53. 6 05.

Bar 29.45

Ther 60

Water 66

Wind 7

Partelaria

Right S. W. N. W. Comp.

S. S. S. S. 20. 5.

L. S. S. S. 1. 12.

H K F Course Wind Weather 5.6th January 1809 Malta to England

1 5 W. N. W. 1 4 B. L. Tunny and Antenna brigs in tow & 1st in C.

2 5

3 6 5 W. N. W. 5 In logs & qual chain on heaviest. (2) Pelly, all

4 6 5 clear of being becalmed by Partelaria (S. W. S. W. S. W.) hauled

up for C. Dox performing the best. Papage as the shortest,

the smoothest, and as I expect the wind to the W. tomorrow.

5 6 5

6 6 5

7 7

8 7

9 7

10 7

11 6 5

12 6 5

1 4 8

2 4 5

3 6 2

4 6 5

5 6

6 6 5

7 6

8 6

9 6 5

10 6

11 7

12 5 5

149

Latitude N.

36. 53. 6 05.

Bar 29.75

Ther 61

Water 65

Wind 7

Galita S. W. N. W. 3/4 W.

about 7 leagues

Partelaria

Right S. W. N. W. Comp.

H	K	I	Course	Wind	Heat	h	7 th Jan ^r 1809	WMS Woodcock
1	1	4	4	W.N.W.	S.	5	Ok gl.	The three bigs in Company —
2	2	3	8	W.N.W.	—	3	had W. 5	Set you sail and Mr S. — Long thin dear ship
3	3	3	5	SW.	2			a Southwester
4	4	2	8	S.			B.C.	
5	5	3	2	SE.	4			Wind came aft again freshened & Bason. Force
6	6	4	.		3			
7	7	3	2					
8	8	2	.	SE.	1			
9	9	1	.	W.				
10	10	2	5	W.	3			Galita SW. W.
11	11	2	.	W.N.W.	W.			
12	12	2	.	—				
1	1	3	5		4			
2	2	2	8	W.N.W.	W.S.			
3	3	2	5					
4	4	2	5					
5	5	1	4				cl. W.	
6	6	1	6				W.	Edged down tow. Tarry
7	7	4	.	W.N.W.	5			A short heavy swell from S.W.
8	8	3	.	W.N.W.			1/2	Out 4 th cup —
9	9	3	2				B.P.	
10	10	2	5	W.N.W.	1/4 Tarry			
11	11	3	.	W.N.W.	6			Edged down towards Tarry, Signal. Actuna to W.
12	12	4	—	W.N.W.				Head Sea getting up over 10 ft & sparker
68								

Latitude N.

Longitude E.

38. 10.8

8. 25.

Obs.

By Chron.

Bar. 29.85

Ther 60

Water 64

Sick 7

H	K	I	Course	Len	Wind	Heat	08 th January 1809	Matto to England
1	3	4	W.N.W.	1 1/4	W.	6	B.P.	Fullerup S. Lighterup Course — The 3 bigs in
2	3	7					W.	
3	3	.						
4	3	4	W.N.W.		W.N.		cl. 2 1/2	
5	3	2						
6	3	.					W.	Wou. my dark made sig.
7	3	.	SW.		W.N.W.			
8	2	.		1 1/2			W.	
9	2	.	SW.		W.N.W.			
10	2	5		2				
11	2	.						
12	2	8						Conoqui C.
1	3	.						
2	3	.						
3	3	.					W.	
4	2	.						W. Bright & light, without sig. but passed Port pie.
5	2	5	W.N.W.		W.			admittedly which lost sight of one of the bigs
6	2	5						
7	2	5						
8	2	5					6	Actuna not in company.
9	3	.	SW.	1 1/2			W.	to seek him.
10	4	.						Saw Actuna ahead — and a sharp big going
11	3	3						large — a most useful Saloon.
12	3	.						Actuna joined. Saw the land ahead.
68								Lost sight of the sharp big to leeward.

Bearings

No Observation

Galita S?

S.E. about 40°

Bar 29.80

Ther 59

Water 63

Sick 8

H	H	K	F	Cause	Wind	Area	Date	Location
1	1	3		hww	2 1/2	hww	29 th January 1809	Wm. S. Woodard
2	2	2	5					
3	3	2	5	hww				
4	4	2	5					
5	5	2	5					
6	6	2						
7	7	1		hww	2 1/2	hww		
8	8	2	5	hww	2 1/2	hww		
9	9	2	5					
10	10	2	5					
11	11	2	5					
12	12	2	5					
1	1	2	5	hww	4	hww		
2	2	2	5					
3	3	2	5	hww		hww		
4	4	2	5					
5	5	2	5					
6	6	2						
7	7	3						
8	8	3						
9	9	1	5	hww	4	hww		
10	10	5		hww		hww		
11	11	3	5	hww		hww		
12	12	4	5	hww		hww		
12	12	2	5					

Latitude N.

Long. E.

38.. 2 .075.

about 4' W.

of Stat. York.

voor

Bar 29.80

Dec '61

Sick 6

Water 62.

H	K	F	Course	L	Mind	Weather	Day	10 th January 1809	Waltham England
1	1	-	W. N. W.	4	W. N. W.	5	Ok d.	3 rd up to S. up to 10 th 2 Wigs in company	
2	1	.					W. N. W.	unpleasant head sea.	
3	1	.							
4	3	5	W. N. W.	2	W. N. W.				
5	3	.							
6	2	8	W. N. W.	2 ¹ / ₂				1 st . Saw a Wrig about 4 lea. W. N. W. Perhaps Antennae, or	
7	1	6	W. N. W.	3				Lastward Jack.	
8	1	6							
9	2	.							
10	2	.							
11	2	.	W. N. W.		W. N. W.				
12	2	.							
1	2	5						1 st . W. N. W.	
2	2	5							
3	2	5							
4	2	5							
5	2	6	W. N. W.						
6	3	.		2 ¹ / ₂					
7	3	.							
8	3	.							
9	4	.	W. N. W.	1 ¹ / ₂	W. N. W.				
10	5	5	W. N. W.						
11	5	.							
12	4	5							
64									

Lat. N

Longitud. E

38. 36 04.2

8. 1. Chron.

38.. 51 aut.

15' South. 9' curved

Bar 29.60

Then 60

Side 6

Water 61

E	H	K	F	Cause ^t	Wind	Wea ther	8 11. ^h Jan ^y 1809	At St Woolrich
1	1	1		N.	4	b n h t. 7 f.	3 clouds p. S. waiting for ships to come up	
2	2	1						
3	3	1				6		
4	4	2	2		2½			
5	5	1	5				W. Thick W. no land —	
6	6	1	8	S.W.S. 3		5		
7	7	1	6	W.S.		5½		
8	8	1	6					
9	9	1	5			7 ½		The Lagg Ammon died 'of an apopleptic fit the 6 th day' —
10	10	1	5			5½		
11	11	1	5			B.L.		
12	12	1	5			5		
1	1	1		N.				
2	2	1						
3	3	1				4		
4	4	1		W.N.				
5	5	1						
6	6	1				3 B.C.		
7	7	1		S.W.		2		Out 4. + 3. imp. set 9.5. job to
8	8	1	8		2	4 B.L.		Ship chapelled from Canbyport
9	9	4	5		1½	5 K.		In 9.5.
10	10	3		N.				
11	11	4	2			5½		
12	12	4				5		No ships in C.

Latitude N°	Longitude $E.^t$
37. 58. Obs. ^d	7. 47. Chron. ^r

South. Current of about 20.

Bar	29.75
Ice	60
Water	61
Sick	4

H	R	F	Cause	L	Kind	Wear	4 12 th Jan ^y 1809	Malta to England
1	4		W th M th	1	W th M th 5	B. L. H.	At noon at day sail ahead. hazy (1/4) cooking as about 5 miles an English lig - Made sail & Tacked after him, find	
2	4	6	S th M th			H.	found that to bring him down (2) Having brought him off	
3	2	5	N th E th			H.	Tacked again & (2 1/2) again - when he bore up after speaking	
4			M th M th		M th		the Sir Ch ^s Hamilton - Provided him - sent for the Master	
5	2	5	W th M th	1 3/4			The same day, transport sailed with us the 26 th Nov ^r .	
6	2	4					packed the 28 th and bore at sea cross him - This fellow	
7	2	5					deserves to be hanged - for he says he took us for enemies,	
8	2	5					yet he stood on and cooked me or 3 Tark - At (1 1/2) He heaved	
9	2						his W th up - At 1 3/4 He heaved up his 2 1/2 th - and allowed	
10	2						the Sir Hamilton to speak him tho' he imagined him	
11	2	5					to be a French Cutter brig - Instead of all which, he stated	
12	3						him tacking from us at first, he should have been set his	
1	3		W th M th	1 1/2	W th M th		45 th , he should have kept two 2 nd Captains the only private	
2	2	6					W th port, and he should have gone large while he had	
3	3						the option as he says his vessel sails best - so. - If	
4	3						he does not conduct himself very differently, now	
5	2						that I have taken him under convoy again, I shall	
6	2						certainly state the whole case to the Adm ^l - At	
7	3						(4) Having pushed 45 th 3 rd up to 5 th & up to the Leans	
8	2						filled & stood on.	
9	3						Midnight Wore 3 brigs in Comp ^y .	
10	3						At daylight Dartary Shore partially about Bona	
11	3	2					from SW. S. to NW. W.	
12	3							
63.							The three brigs in Co.	

Latitude N.	Longitude E
37.. 46 Ob. ^t	7.. 39. Ob. ^t Chem ^t
38.. 14 Aut ^t	7.. 25 Aut ^t from 4 th Chro.

¹¹⁴ Current $S 22^{\circ} E^{\circ} 30'$ I suppose there has been some heavy NW gales in the Gulf of Lyons that produce these strong SE currents.

Bar.	29.61
Thu	61
Water	60
Silk	2

H K F Course $\frac{L}{W}$ Wind Weather $\frac{1}{2}$ 13th January 1809 SHASS Woodcock

1	2	8	NbW ² 2	N ¹	7	cl. & br	3 rd up & sail, up & down 3 by 10
2	2	8					
3	3	2					
4	3						
5	2	5	NbW			Ther.	
6	2	5					
7	2	2	NbW ² 2 $\frac{1}{4}$				
8	2				6 $\frac{1}{2}$		
9	2				6		
10	2				5 $\frac{1}{2}$		
11	2						
12	2	5			5	Conroy in C.	
1	2						
2	2		NbW ² 2				
3	2						
4	3				4		
5	4	1	7				
6	5	2					
7	6	2	3			B.P.H.	
8	7	2	3				As change to wind? Out 2 up - she came down, 4
9	8	2	5	NbW 2			in sail.
10	9	3		1 $\frac{1}{2}$			Take the Henry brig and brought the master aboard, he
11	10	2	8				had sailed from Syracuse with action but off Cape he
12	11	3			5 B.G.		and one other more endeavouring to show it - some caught
							the wind to the S. and went on to make some sails to
							brother it, she has not seen the Conroy since, nor the land
							likely. - Took her under my Conroy & made sail
							same very low and very inalterable

Lat. $17^{\circ} 40'$ alt. 38. 26 $\frac{3}{4}$ Obs. 7. 17. Chas. Bar. 29.53
 Lat. 38. 43 alt. 7. 21. Alt. from 400. Ther. 60
 Sunk 0
 Water 59.
 Cannot tell 16. - The current seems to decrease as we recede from the African Coast.

H K F Course $\frac{L}{W}$ Wind Weather $\frac{1}{2}$ 14th Jan^y 1809 Malta to Gibraltar

1	2	5	NbW ² 2	N ¹	5	cl. & br.	3 rd up & sail, up & down 4 by 10
2	3	2					
3	3	5			6		
4	3	7					
5	4		NbW	NbW ² 7	Ther.		Bar. 29.48. My wife & daughter had been? I think came from
6	2	8	NbW	NbW 6 $\frac{1}{2}$	Th.		them or shall pilot being against this W. sea - so close
7	2	5	N ¹	1 $\frac{1}{2}$ NNE 5	Th.		up & sail - took 9.45 and went - (10) as I found the
8	3		NbW	NNE 5	Th.		wind came round to the N. with storm, but the sea fell
9	2	5	NbW	NNE	B.C.		immod. and it turned out a very fine night - He could
10	1	5	NbW	2 $\frac{1}{4}$ N ² 4			not make use of this fine breeze for that but the same
11	1	8					who was far ahead and did not come within sight the
12	1	5					whole night, during which we find 4 blue lights
1	2						
2	2	3	N ² 2	NbW			
3	2	9					
4	2	4	NbW	N ²			up 9.45 and
5	4		NbW				
6	3	5					northern sea rolling up fast -
7	2	5					
8	1	5	NbW	NbW ² 4 $\frac{1}{2}$ up	B.C.		That wretchedly fine course, down astern - and
9	2		NbW				W. 9.45. takes no notice of our signal & signal gun to make
10	3						now sail - so went down him, 8 the condisc. to let his
11	2	5					NbW ² and out up & sailed too. Var. try & made her
12	2	3					sig. to shorten sail -
							made fam. sig. to make more sail 2 guns - He copied his
							NbW ² (10) fam. sig. to let her 3. which after 2
							guns he obeyed.
							Ship rolling prodigiously from this low hollow
							northern hill, the fog and of some heavy gale I was.

Lat. $38^{\circ} 24\frac{1}{4}$ alt. 38. 20 alt. 6. 49. Chas. Bar. 29.80
 Lat. 38. 20 alt. 6. 19. alt. from 400. Ther. 55
 Sunk 2
 Water 58.
 30 = 23 miles E. of Alt.

H	K	F	Course	Wind	Heat	15 th January 1809	H.M.S. Woodhick.
1	2	2	W.S. ^o	N.E. ^t	2 B.C	Disrupted S ^t Course &c - A very heavy swell from the Northward which on our broadside makes us tumble out most diabolically - 4 Brigs in Co.	
2	2						
3	1	8			1		
4	1						
5			Head No. ³	Calm	8	A Brig N ^t 6 hrs off. Missing Heat. ⁴	
6				E ^t	1	Ship would not near the shell or the $\frac{1}{4}$ was so powerful.	
7	7	15	W.S. ^o	E.S.E	2		
8	8	28				Braced by the Topsails - Landed them down	
9	9	25				Another of the invalids died - It is really a grievous thing to see these poor wretches left off, exposed to all the uncomfortable things of not	
10	10	42			3	deck, continual motion, salt provisions, and all the other anxieties and privations of a ship,	
11	11	42				when the few comforts they are susceptible of are	
12	12	45			3 $\frac{1}{2}$	-ing might have been continued in the Hospital, to any chance of recovery from change of climate	
1	1	45				(to say the least) that could not have been in con-	
2	2	38				templation as these 3 (and others) are in	
3	3	52		N.E. ^t	4	the last stage of disease - I truly do not think that I am any duty if I do not super sed	
4	4	55				this circumstance. <small>the man was sick the 3^d day after an amputation of the leg - another with a certainty of regaining an amputation.</small>	
5	5	45				Arrived the Topsails Set W.C. & G th Outrigger Course	
6	6	45				Water quite smooth again	
7	7	42				Dropped a boat on the board the Taring and got the contact of the hawser broke 6 th in.	
8	8	43			3 $\frac{1}{2}$		
9	9	4					
10	10	34					
11	11	32	W.N.W ^t	S.W. ^t			
12	12	3			3		
77							

Latitude N.^o 38. 15. 4 Obsⁿ
 Longitude E.^t 5. 10. Chronⁿ
 Bar. 29. 70
 Ther 53
 Suck 3
 Water 57

H	K	F	Course	Wind	Heat	16 th January 1809	Malta to Gibraltar
1	3	3	W.N.W ^t	N.S.W ^t	3 B.L.	Disrupted S ^t &c - 4 Brigs in Company	
2	3	4	N.W ^t			Smooth water and varying breezes.	
3	4	8	N.W. ^t	N ^t	4 $\frac{1}{2}$	Light &c.	
4	4	6	N ^t	W.N.W ^t			
5	2		N.E. ^t	N.W. ^t	3 $\frac{1}{2}$	W ^o Bound to join the Junther to land? and hauls	
6	2	5	S ^o			wind a S. back. Set 1st 2nd 3rd &c.	
7	2	5	W.S. ^o	W.N.W ^t	2		
8	2		N.W. ^t	N.W. ^t			
9	2		S.W. ^t	W.N.W ^t			
10	2	5			3		
11	2	5				Convoys.	
12	2					Down jib and 2nd.	
1	2						
2	1	5					
3	1	5					
4	1	5					
5	1	5	S.W.S. ^o	W.N.W ^t			
6	1	5					
7	1	5	S.W. ^t	N ^t			
8	2	5	N.W. ^t	W.S. ^o	4	A sharp brig N.E. ^t up W.C. & heard them one	
9	2		N.W.S. ^o			colours he passed within hail at 9 $\frac{1}{2}$ The Ruby	
10	2		N.W. ^t			one of the Convoys parted long since 1 pane of	
11	2	5	N.W. ^t	N ^t	5	water only - told him to stick close to me. Set	
12	2	5	N.W. ^t	W.N.W ^t	6 $\frac{1}{2}$ Sq.	Courses - we gather like a snow ball	
					6 Sq.	up the sail. Sea rising	
58							5 Brigs in Co.

Latitude N.^o 38. 8. Obsⁿ
 Longitude E.^t 5. 8 Chronⁿ
 Bar. 29. 59
 Ther. 57
 Water 58
 Suck 3

E	H	K	F	Course	Wind	Weather	S. 17 th January 1809	At 10 th Woodrich
1	1	4	h6E	2	h6E	cl. 4.	2 nd up S. 5 Drigs in C. (1) Smart Squall	
2	1	5	h6E	3	h6E	5	close up S. 5 Drigs in C. (1) Smart Squall	
3	2		h6E		3 1/2		wind came round here, but the 4th during the	
4	1	2					morning had made so heavy & so short a sea,	
5	2				6	4. 1/2	that I could not keep up her course, or 4.	
6	2				5	4. 1/2	and 3 rd up M. S. 1st M. E. 1/2 and end of course.	
7	1	8			4	4. 1/2	to pass her through it - in vain the Conroy	
8	1	8					under close up S. 1/2 & W. 1/2 went ahead of 4.	
9	2		h6E	h6E			at 8 let all the Conroy ahead.	
10	2			2 1/2	5	4. 1/2		
11	2	4				4. 1/2		
12	2	4	h6E	2	h6E		1 of the Conroy only in sight	
1	3		1 1/2 h6E					
2	3	5	1 h6E					
3	3	8						
4	4	2	h6E					
5	3	5			4			
6	3	2			3	B.C.	At daylight all the Conroy except Henry & J.C. Har-	
7	1	5	h6E		2		aston, that villain the Ruby & Conroy were - a	
8			calm		0		sharp big h6E - made all sail too. 1/2 h6E.	
9	1		h6E	h6E	2		(9) Shortened S. 1/2 in 2 up - The Chan had got	
10	1		h6E		3		apart W. 1/2 breeze and gone off on L. Tack -	
11	1		h6E		4	B.C.	M. S. 1/2 land down to mid - Lying to waiting	
12	1	5	h6E		5		for Ruby & Fame. - (11) Struck & Tilted M. S. 1/2	
							Examined at 4 1/2.	
							High Land S. 1/2 W. - Land likewise Str. 1/2 W.	

50

Latitude N.° Longitude E.

37. 32. Obsⁿ 4. 22. Chronⁿ Bar 29.64

37. 33. Actⁿ 4. 23. D. pm. 1/2. 55

51

Water 55

E	H	K	F	Course	Wind	Weather	S. 18 th January 1809	Malta to England.
1	1	4	h6E	2	h6E	5 B.C.	5 Drigs in C. - Fame & Ruby 7 miles to land? made	
2	1	4	h6E				the former's signal to tack - let W. 1/2 and con-	
3	6		h6E	0			down to him (3) spoke the Fame recapitulated to	
4	2	8	h6E	1 1/2	h6E		him his liberty inattention and the number of	
5	1	6	h6E	0	4	h6E	miles he had detained me although his brig	
6	1	4	h6E	h6E	3		sailed soon and threatened him very hard if	
7	2						he repeated it. let W. 1/2 and hauled the mid	
8	2		h6E	h6E			(5) made the Conroy come down to us then tacked	
9	2		h6E				off shore & then of it from S. 1/2 to W. 1/2 W.	
10	2	5	h6E	h6E				
11	2			2				
12	2						Up M. Sail	
1	2	5	h6E		4		Conroy in company	
2	2	4						
3	2	4						
4	2							
5	2	5	h6E	h6E			Land still in sight NE to SW	
6	2	3	h6E		5 B.C.		Down 1st up down.	
7	2	4	h6E					
8	2	4					Ruby almost up let mainsail.	
9	3		h6E	1 1/2				
10	3	5			5 1/2	cl.		
11	3	2						
12	3		h6E		4		Sea beginning to get up.	

59

Latitude N.° Longitude E.

38. 33. Obsⁿ 4. 12. Chronⁿ Bar 29.62

38. 7. Actⁿ 4. 6. D. pm. 1/2. 58

60

Water 54

6 = 4 miles

8th Chronⁿ which is seen always to full

the longer as we had the Ruby there, yet he could not avoid it?

H	K	F	Course	Wind	Weather	4 th 19 th January 1809.	St. N. S. Woodrich
1	3		NbW	1 1/2	W. 5	cl. gr.	2 nd up S ¹ Courses — 5 Brigs in Company
2	3	5	N 1/2 W				
3	3	5	N.		W. W.		
4	3	5					
5	1	5	NE		4		Bow down to close Conroy and made signal to
6	2	5	N.				see W. W. if wind came fair at night, then
7	2				3		being very appearance of a NE wind —
8	2		N 1/2 E		W.		Made night sig. to Jack —
9	1	6	W 1/2 S	3	NW	2 1/2	Set W. sail, short head sea.
10	1	4					
11	1	6	W.		W. W.		
12	1	8					Conroy in Comp.
1	1	5			NW	2	
2	1						
3	1	5	NW		NE		
4	4	2					
5	1	3					
6							0 Ok. cl. up Courses to Conroy far to the W. —
7			Head W.				
8							Current by boat SSE 1/2 of a mile p ^r hour
9							Say 1/2 as there was some sail affecting the boat.
10			Head No?				Set the cutter to windward with attached of W. to the R. — and the Carpenter to examine
11	5		N.				to the R. — and the Carpenter to examine
12	1	5	NW	W.	1	cl.	Townard of the Fame about which the Master made
							head N. a poor north — reported nothing the matter with
							it. Out all up S ¹ Courses set to go — Conroy in

Latitude N. 38° 14' { Alt. allowing current }
 Longitude E. 4° 14' a 1/2 1/2 Ch. 12 miles }
 Bar. 29.78
 Ther 59
 Suck 4
 Water 54
 38° 10' 0" —

H	K	F	Course	Wind	Weather	20 th January 1809	Malta to Gibraltar
1	2		NW	1 1/2	cl.		All up front main &c. — 5 Brigs in Co. Set a
2	1				1		4th of water Broad, run to the T. for the
3	1						poisoners.
4	1						
5	1	5	NbW 1/2 W				In 2 up S ¹ set set & drive.
6	2				3		Water very smooth
7	2	5			B. L.		
8	2		NW				
9	2		NW 1/2 W				
10	2	5			4		Set W. S. Conroy p. p. us.
11	3		NW 1/2 W				
12	3		NW				Conroy in Co.
1	2	5	NW 1/2 W				
2	2						
3	2	5	NW 1/2 W				
4	2	5					
5	2	5					
6	2	5	NW 1/2 W		B. L.		
7	2	5	NW 1/2 W				
8	2	5			5		
9	3						
10	3	2	NW 1/2 W		foggy.		
11	2	8			H.		
12	4		NW 1/2 W				The 5 Brigs in Company.
56							

Latitude N. 38° 40' 3/4 0" 5"
 Longitude E. 3° 38' Ch. 12 miles }
 Bar 29.70
 Ther 61
 Suck 4
 Water 53
 38° 57'
 18° 5' of Alt.

H	K	F	Cause	L.	Wind	Weather	21 st January 1809	MSH Woolwich
1	3	5	hnnw	1 1/2	W.	5 B. L.	Double reefed S. W. S. set — The 5 Brigs in.	
2	3	6				5 1/2		
3	3	2						
4	3	5		1 1/2		6		
5	1	8	h E 6 h°	0			Boudoua to Conroy In 3 ^d reefs —	
6	2	2	hnnw	1 1/2			Too hazy to see the land.	
7	1	7		2		5	Set M ^o sail.	
8	1	5	hnnw					
9	2	-						
10	2	3	hnnw					
11	1	8						
12	1	5			W.		Conroy info. made sig. to Tack	
1	1	5	hnnw	hnn				
2	1	6						
3	1	6						
4	1	8						
5	1	8	hnnw	hnn				
6	1	6		4			At daylight Majorca h° —	
7	2	5	hnnw	hnn	P.C.		a Ploaen copying 12' to wind. or L. P.	
8	3	8						
9	2		hnnw	hnn			I had some idee she was one of the Conroy, so I	
10	1		hnnw	hnn			tow ^d her, sheard Colours with a luge — she	
11	4		hnnw	hnn			had packed also & sheard Moorish. — Tacked	
12	3	5					again tow ^d my Conroy & In G ^o Tail —	
61							At noon a large ship (Trigate I think) with men ^o & boys	
							a L. P. hnnw S. down from our Geyling —	

Var. W. Latitude N° Bearings &
 22° az. 38. 48 Ob.
 29° Dis. Cabrera hnnw 1/4 W. com. h 49° W. lead Bar 29.79
 when Head to the W. Majorca hnnw to hnnw. In 50
 Water 52

H	K	F	Cause	L.	Wind	Weather	22 ^d January 1809	Malta to Gibraltar.
1	4		hnnw	1 1/2	hnnw	4 B. C.	Single reefed S. Course S. set — The 5 brigs in Co.	
2	2	2	hnnw	1 3/4	hnnw	3	The Trigate to wind. evidently a Fenimore at 2 he tacks	
3	1	2		2	hnnw	2 1/2	on some board or were, named as — Perhaps Spaniard	
4	1	8	hnnw	hnnw			going to the Islands — Perhaps an Algerian coming with	
5	1	3	hnnw	hnnw			the Haun seen an. who had now set his M ^o S. and	
6	1	7					kept on our weather beam — (3) Another sail appar.	
7	1	4	hnnw			2	(to W ^o main) a Corveta. running to Comp ^t with Trigate	
8	1	6					at 3 ^o the wind came ahead, tilted to the South? as	
9	1	6	hnnw				the Majorca had come to and as I did not wish to	
10	1	2					jostle upon them in night, if Spaniard we have no	
11	1	6	hnnw			3	private signal — if Algerians they may endeavour	
12	1	6					stily at night to board some of my Conroy, if French	
1	2	-	hnnw	hnnw			which is hardly possible they could be too near for	
2	2	2	hnnw	hnnw		4	me, made Conroy's signal to keep on Leeb ^o side and	
3	2	2					close to me — (5) In 2 ^o reefs —	
4	2	8	hnnw	hnnw			at midnight made sig. and Tacked.	
5	2	6				5		
6	2	3				6	Down S. In Minor	
7	2	4	hnnw	hnnw	6 1/2	B. thick	In 3 ^d reefs S.	
8	2	4					Conroy straggling	
9	3	5	hnnw	1	6		Down away a point and made signal to ships	
10	3	2		1 1/2	hnnw		toward to make all sail to wind — up to 1/2 hour	
11	3	-					Ruby S. h° 5 miles will not answer it. q ^o she	
12	3						set her G ^o Tail	
55							Fame copied ahead — made her sig to tack	
							Conroy in Company	

Latitude N. Longitude E.
 38. 50 3/4 Ob.
 2. 50 Chron.
 Bar 29.55
 Ther 61
 Siks 4
 Water 51

H.K.F. Course Wind Weather D 23rd January 1808 H.N.S. Woolwich

1	3	NNW ^{1/2} 1 1/2	Wt. 5 1/2 B.L.	3. muffled S. Saw Cabrera I. - The 5 Boats in Co.
2	2	7	NNW ^{1/2} N.	
3	2		2	
4	2	MWN ^{1/2}	Wt. 6	Majorca? N 6 E 1/4 E to NNE 1/2 E about 10 lea
5	1	5	E ^{1/2}	Ran down tow? Rely to close the Convey theated up
6	2	SW ^{1/2}	Wt.	Sack. as the sea came from the N. with an effort of blowing and the air might perhaps breathe Cabre
7	3	SW ^{1/2}	Wt. 7	probably not Majorca - Close muffled S. muffled Wt.
8	2	4	2 1/2	
9	2	SW ^{1/2} Wt.	Wt.	
10	1	8	7 1/2	
11	2			In My S ^c - Carried away the muffled S. that block headed the
12	1	2	3	sail.
1	1			
2	1	2	7	
3	2	SW ^{1/2} Wt.	Wt.	In S ^c that block replaced the sail
4	2	2		
5	2		6	
6	2	2	B.C.	
7	1	8	5	Set My S ^c & muffled sail - Cleared up the muffled S ^c to repair
8	1	8	Wt. 2	the muffled S ^c - Split again Out 4 th & 3 rd muffled
9	1	4	Wt. 4	
10	2		3	
11	1	Wt.	Wt. 2	Exercised at Quarters
12	1		N ^o . 1	Convey in Company.

Latitude N. Longitude E.
 38. 12 Obs^d 2. 58 Chisⁿ
 38. 26 au^t 2. 45 au^t from
 14. 10 13' = 11.
 Amst 139. 2 18 miles
 Bar 29. 91
 Ther 59
 Lik 4
 Water 51

H.K.F. Course Wind Weather D 24th January 1809 Malta to Gibraltar

1		Head allways. Calm B.H.		Doubt muffled S. The 5 Boats in Co
2	8	N ^o Wt. 1 1/2		Head sea hardly seen -
3	8	Wt. 2		Up Foul sail & set muffled sail
4	8			Another poor vessel from Malta
5	1	N.W ^{1/2}	3	Hospital performed the part for
6	1			which he was sent here - Consigned
7	6	Wt. 2		his body to the deep.
8	1	Wt.		Water Smoother
9	1	5		Set Wt. S ^c & Driven
10	1	5	3	
11	2	Wt. 4		Set muffled
12	1	7		
1	1	6	3	
2	2			
3	1	8		
4	2	Wt.		
5	2	Wt. N ^o		Up muffled
6	2	Wt.		
7	1	8	2 1/2 B.H.	Out 2 muffled S ^c & muffled of the mainsail.
8	1	8	Wt.	
9	2	Wt. 3 1/2		
10	2	6	Wt. 3 1/2	
11	2	6		Kind a candle this a deal board
12	2	Wt. 3		
		2 1/2		Convey in Co.

Latitude N. Longitude E.
 38. 34 1/4 Obs^d 2. 36 Chisⁿ
 38. 40 au^t 2. 31 au^t from
 6 S. & au^t 5' = 4 E. & au^t
 Bar 30. 01 3
 Ther 62
 Lik 4
 W 50

H	K	F	Course	Wind	Heat	25 th January 1809	St. M. S. Woolwich
1	3	4	SW	WSW	2 1/2 B.C.	Single reefed S. 7 1/2 th . Small Water 5 tri, at	
2	3	-	WSW	WSW	95 th m		
3	2	6			2		
4	2	6					
5	2	-					
6	-	6			1 1/2	In 2 ^d Reef - Backed in S. for Tame	
7	1	-	SW	WSW		Tilled -	
8	1	2	WSW		1		
9	1					Set Jib and Drift	
10	1	-	WSW	WSW			
11	1	6					
12	1	6					
1	1						
2	8						
3	8		WSW	WSW			
4	-	5					
5	-	5					
6	4	5	WSW	WSW	B.C.	Out 2 ^d reef Set 9 th Convoy ahead.	
7	4	5				Tame Anker & Looms down	
8	2	6	WSW	WSW	1 1/2	In G.ails. Majorca & Sica in sight	
9	1	2	WSW	WSW		Tame backed tow ^{er} us	
10	1	4					
11	1	-	WSW	WSW	1		
12	1	-				Convoy in comp ^y . Water perfectly smooth	
35							

Var. W.	Latitude N.	Longitude E.	Bearing from Merid.	
Pm. 23.5. Good.	38. 51. 48 Ob.	2. 14 Chm.	Sica { N 64. W.	Bar 29.99
Ag. Comp.			W. 87. 1/2 W.	Ther 63
Binach			W. Prom. { N 14. E.	Water 49
26. 1/2.			off Majorca { N 31. E.	like 4

H	K	F	Course	Wind	Heat	4.26. th January 1809	Malta to England
1	1	-	W.N.W.	SW th	1	B.C.	Single reefed S. 2 1/2 th S. - The 5 Brigs in Co.
2	1	-					Wind current 3/10 NE.
3	1	-	W.S.W.	SW th			Examined the Boat Pears with spirit firing at last.
4	1	-					
5	-	3					
6	1	4	W 1/2 E				○ S. Sica & Formosa W 1/2 S. to W.N.W.
7	1	2	W.S.W.				
8	1	4	W.N.W.	SW	2		
9	1	8	W.S.W.	SW th			
10	1	-					
11	1	5					Fog B.
12	2	-			2 1/2		
1	1	7	S 6 E 1/2 E th	SW th			C.B. F. Convoy in Co. Sica & Formosa W 1/2 S. to W.N.W. about 7 or 8 miles
2	2	2					
3	2	8					Fog.
4	3	-	S.	W.N.W.	3		
5	2	6					
6	2	-	S 1/2 W				
7	2	-					
8	2	2					Thick Fog from early 2 hours -
9	2	1	S 1/2 W	W.S.W.			
10	2	2	SW	W			Sometimes saw one or two intervals of fog
11	2	-	SW th				
12	2	-					Saw the 5 Brigs for a few moments at noon
43							

Latitude N.	Longitude E.	
38. 26 Ob.	2. 9. Au th from	Bar 29.92
2 1/2 fathoms for	W. Chas.	Ther 58
38. 28	agony with land	like 4
38. 33 Au th .		Water 49

H	K	F	Course	Wind	Weather	27. th January 1809	HMS Woodwich
1	1	8	West	MMW	1	B. Fog	Double reefed S. & H. - 5 Drigs in Co, sometimes South
2	2	1	5			clearing	Convey in sight & close comp. - Voice of Foremastmen NW.
3	3	1	4	ESE		B.C.	As they go S. with only 4 M. H. - Very Clear
4	4	1	8	SW	1	TC	Down to close the Tame.
5	5	1	8	MMW			Set S. and Drion
6	6	1	8	MMW		H.	
7	7	1	6	SW	1	Thick Fog	In S. and Drion
8	8	1					Fog Gun
9	9	1	7	MMW			
10	10	1		MMW			Fog Gun
11	11	1	6	MMW			
12	12	1	7				Fog Gun
1	1	1	4				
2	2	1	5				Fog Gun
3	3	1	5				
4	4	1	5				Fog Gun
5	5	1	8				
6	6	1	5	MMW	1	Thick Fog	Fog gun
7	7	1	6				
8	8	1	5				
9	9	1	3			140 fms	
10	10	1	6	MMW		Drion	
11	11	1		MMW			
12	12	1	5				Saw 4 of the Convey Fired a Fog Gun to Tame who was missing

Latitude N

Longitude E.

38.. 36 00th
3 all over for foggy horis1.. 56. from Chou. 25th

38.. 39

38.. 33 Account

Bar 29.81

Ther 57

Sick 5

Water 48

H	K	F	Course	Wind	Weather	28. th January HMS Woodwail Malta to Gibraltar	
1	5	1	SW	W 1/2 W	2	Thick fog	3 Topsail —
2	—	—	—	Calm	0	—	3 of the Convey close to us — Tan, Han, Red.
3	5	1	SE	E 1/2 S	1	—	(2) a light air from the E? —
4	1	—	S	E 1/2 S	—	—	Made Fog light haul Wind L.S. th
5	1	3	SW	ESE	2	—	Made Fog signal Bearup 6 P. th — Boner 3 S. & 16
6	2	—	—	—	—	—	Fog Sig Gun
7	3	—	SW 1/4 W	—	—	—	Kept head going e, then was
8	3	5	—	SE	3	—	a possibility that we were farther
9	3	4	—	—	—	—	to the No. & then for our shot
10	3	8	SW 1/2 W	—	3 1/2	B.C.	Iraca.
11	3	—	—	—	—	Fog	Clear away 3 of the Convey in sight down Jib
12	3	2	—	—	—	Fog	Burned a Star Light
1	3	4	—	SESE	—	Fog	Fog Gun — Draced by the Yards
2	3	5	—	—	—	Fog	
3	3	5	—	—	—	B.C.	
4	3	5	—	—	—	Foggy	
5	3	5	—	—	—	Foggy	
6	3	5	—	ESE	—	B.C.	4 of the Convey in sight
7	3	9	WS	—	4	—	Bluelight to the Tame missing —
8	—	—	up NE	—	3	—	At daylight only 4 in sight Tame as usual gone as
9	1	—	WS	SE	2	Fog	he sails very fast large, concluded him ahead, made
10	2	2	—	—	—	—	Sail — (7) saw him & Convey down astern the brist breast
11	2	—	—	SE	—	—	Fog Gun when Boner at 9. how could he have got there
12	1	2	—	SE	—	—	did he not have up? his folly
			—	SE	—	—	or rather his negligence is
			—	S	1	—	incomprehensibly great — Carry
			—	—	—	—	ought to be wait for him, I
			—	—	—	—	wish the Masters of the other
			—	—	—	—	brigs would catch him heartily
			—	—	—	—	of Gibraltar he has retarded
			—	—	—	—	us at least 60 miles in all &
			—	—	—	—	cost us 1 Cas. of Gun Powder.

Var. W.

Latitude N

Longitude E.

22. Examp.

37. 57. 14. 04.

0.. 59 Chd.

27. Miral

37. 59 04.

1.. 6 ac. from 2

Bar 29.80. Water 48

Ther 61 Sick 5.

H. H. K. F. Course Wind Weather 29th Jan^y 1809 *At Woodcock*

1	1	1	1	W.S.	South	1	B.L.	5 trips in - all sails drying -
2	2	1	2	H.	E.N.E.			
3	3	1	7		E.S.W.			Howd all the sails Jan 30 th & 31 st
4	4	2				1/2		
5	5	2		W.S.	E.S.W.			In 3 mts S. In 9thail.
6	6	2	2			2		Toward the S.
7	7	4	2			3		
8	8	4		H.	E.N.E.			
9	9	4						Brand M. S. by
10	10	4						Lat. Series 37. 38. N.
11	11	4	4					
12	12	5				3 1/2		Brand M. S. by Convoys
1	1	5	4			4 1/2		
2	2	5	4					
3	3	5						
4	4	4	6			4		
5	5	4	5					
6	6	4	4			B.L.		
7	7	4			E.S.W.	3		Land to the N.
8	8	3	6					
9	9	3	5			2 1/2		
10	10	3	4			2		
11	11	3						
12	12	2	3					Convoys
13	13							
14	14							
15	15							
16	16							
17	17							
18	18							
19	19							
20	20							
21	21							
22	22							
23	23							
24	24							
25	25							
26	26							
27	27							
28	28							
29	29							
30	30							
31	31							
32	32							
33	33							
34	34							
35	35							
36	36							
37	37							
38	38							
39	39							
40	40							
41	41							
42	42							
43	43							
44	44							
45	45							
46	46							
47	47							
48	48							
49	49							
50	50							

Latitude N. Longitude W. Bearings.

37. 8 1/4 Obs. 0. 53. Chon. Cape Palos.

37. 13 Act. 0. 36 Act. a Chon. Port. N.E. 1/2 N. Comp. about 11 leagues

Bar 29.84
Ther 59
Water 47
Sick 5

H. H. K. F. Course Wind Weather 30th January 1809 *Malta to Gibraltar*

1	2	-	H.	N.E.	1	B.L.	3.3. mts S. - a strong sail under C. Palos.
2	1	6					
3	-	5			0		Out 3. mts S. Trimmied sharp. Set 1st & 2nd
4	1		S.W.	H.	1		
5	1	8	S.W.	W.S.	2		
6	1	8					
7	1	5	S.W.	W.S.			
8	1	5					2 trips for black. burned a Blue.
9	1	6	M.W.				
10	1	8					
11	2	-					
12	2	-	M.W.	W.S.			Convoys
1	1	5					
2	2				3		Set 1st sail Carry up.
3	2	2					
4	2	4					
5	2	5					
6	2	2					
7	3						Astrey ahead, a caten out mts S. & 1/2
8	3	4					Wind 3 shot over her.
9	-						Boarded the P. of Wales from Carthage (yacht) to Gibraltar - Action passed Thursday - Delight c
10	3		M.W.	S.W.			back ago - report yesterday of a victory obtained
11	5	2	S.W.	H.	4	C.L.	over the French army in Spain - Apollo 27. in Capt.
12	3	7	M.W.	W.S.	3	B.L.	Thund. last with an account of 9 sail of the line
							out of Port. - Supplied the C. Hamilton with
							Cat. Beef Pork & Bread - a ship in shore made
							sail in chase - Find 4 mts to her? She heard
							Amicea blows & how does - In 1/2
50							

Latitude N. Longitude W. Bearings my log.

37. 21. Obs. 1. 26. Chon. A Bluff I think } ENE
C. Pinosa by lat. }
Thon. the last seen }
it before they enter Carthage }
A.P. with 12 sails. while }
they call Pinosa }
Jan 30.03
Ther 60
Sick 47
Water 5.

H	K	F	Course	Winds	Wear	4. 2 ^d February 1809	St. S. Woolwich
1	1	6 4	W. M.	E ⁴	6 ¹ D. h.	The 5 Brigs info. - 2 close up S. band by.	
2	2	6 5					
3	3	3 4 2	W. M. N ⁴			Along low suspicious looking brig running along shore close in - Hauled in a little to reconnoitre - He hauled away from us. Made all sail - Hoisted our colours and fired two guns - He at last showed Spanish mount. Colours but still pushed in shore - What is he alarmed at? - I made out that he was perfectly unarmed, and I think a Span. and for fear this he might run into the surf -	
4	4	9 ..	W. M.	EWS ⁴		hauled off to the Convoys & short. Tail as before. - As I was not certain of the brig & to keep the Convoys close to me I had by for Ensign and to close round. - The Span. hoisted his colours Union Down - Made his Sig. to hail - Asked him what was the matter? - He said he showed his colours that way to signify his understanding my signal - Was there ever such an ass? - (12) Cleared of the S ⁴	
5	5	2 5	W. M.				
6	6	3 2	W. M.				
7	7	5 8					
8	8	4 8					
9	9	5 .					
10	10	5 4		ESE ⁴	7		
11	11	6 .					
12	12	6 6					
1	1	7 2			7 ¹ 2		
2	2	6 2					
3	3	5 8			7		
4	4	5 8					
5	5	5 6					
6	6	5 4					
7	7	2 5	W. M.				
8	8	4 4	W. M. N ⁴		6 ¹ 2		
9	9	4 2			6		
10	10	4 .			5 ¹ 2		
11	11	4 4					
12	12	4 6					
13	13	5					

Var. W.	Latitude N.	Longitude W.	Bar. 29.81
At. Conf. 22 ¹ 2	36. 6. 04.	4. 54. Chas.	Ther. 61
At. Conf. 26.	36. 6. 04.	5. 1. Act. O. Chas. East.	Water 45
			Sick 7.

H	K	F	Course	Winds	Wear	5. 3 ^d February 1809	Malta to Gibraltar
1	4	4	W. M.	ESE ⁴	5 W. M.	All sail cleared up, The 5 Brigs still in Co.	
2	4				4		
3	3	6					
4	3				3		
5	3						
6	3						
7	2	4	W. M. N ⁴		2		
8	2	8	W.				
9	2						
10							
11							
12							

28	2843 miles from Malta to Gibraltar
----	------------------------------------

H.	Feb 1809	Wind	Weather	Attest	Woolwich	Gibraltar
1		Calm	B.C.			Overhauling the rigging - watering -
2						Cutting Provisions.
3	h. 4 th					At Made Sig ^l for all masters with their
4		NW th	2	B.C.		instructions - Landing new supplies applied.
5						Two Portuguese Frigates came in ^(16th)
6						
7						Drawing Stores D. ^o yard. Watering -
8	o 5 th	NW th	3	B.C.		cu? now Invalids and Prisoners - Rec ^d 8
9			6			lin bullocks puput skeletons.
10						
11						Completed the Water and provisions - some
12	d 6 th	NW	1	B. & C		Transports not ready till 8 - Load Store at night
1						till 8 coming - Cannon & mowing for sailing
2						
3	o 7 th		0	B.C.		Spred Instructions (or altered the old ones) to 50
4		NE.	5	B.L.		sail. - Preparing for sea.
5						
6		NE.	5	B.L.		At 3 pm Made Sig. ^c for sailing & Blue Peter at
7						4. fired another Gun with it. At 4 made night
8	o 8 th	NE.	3	-		Signal to hoist. (6) Made Sig. ^c to hoist
9						hannon and brighted, - Standing off and on
10						waiting for the rest to hoist.
11		NE	2	-		At length the two Transports 203 & 208 for whom
12						I was desired to wait came out - In Launch
						and bow up & made all sail
						after 5 th Carabate W th at noon

HK	F	Course	Wind	Weather	49 th February 1809	Wm H Woodcock
1	4 6	W. N. W.	SE ^t	3	B. L.	Rozals G. Wind 4 th hr. to get ahead of the
2	5 4					Conroy - of whom 54 were in company.
3	4 2	W. S. E.				Shorten'd sail to S. on the lap
4	3 8					a Frigate going into Gib. ^r to whom I made
5	3 4	W. S. E.				my n ^o . & then 275 sail for half an hour, but
6	2			2		she took no notice of either. Some watched
7	1 4			1		thought he must be.
8	1		SE.			Head sail. Sailed W. 6.
9	1 2					
10	1					
11	6					
12	1					Apes Hill SE 15 ^o .
1	2					
2	3			2		
3	2 6					
4	2 6					
5	1 2					
6	1 7					not gained one inch during night
7	2		SE		B. L.	
8	1 8		E ^t	1		Much W. Windy Sailed Head W. also.
9	1		SE ^t			
10	1					
11	1					
12	1					55 Tail in Co.
						a man of war brig had hauled into Gib. ^r sail
						about on shore & then on up - Exchanged names
						the Saracen.
						Beacons at noon
						Taifa NW
						Europa ENE ^t

H	K	F	R	Course	Wind	Weather	D	20 th February 1809	H.M. Woodcock
1	1	3	4	SW	SE 6 E	8	B.L.	At 11 saw the Commodore looking down from Cadix won + stood at the anchor him made sig to speak him, told him that I had letters for Adm ^t Parrish - He brought to, I went on board and with them, He & I concluded that they could be of his little consequence as Capt ^t Fleming had given the to me while the Africaine was at Gibraltar she was going straight to Cadix. Close up and pulled at the sails except F.S. & M.S. At 6 I returned on board - Down again.	
2	2	6	7	NE					
3	3	2		NNW					
4	4	7	5	NNW					
5	5	8	4						
6	6	6	5				7		
7	7	3	5						
8	8	7							
9	9	7							
10	10	7	5						
11	11	7	8						
12	12	8		NNW					
1	1	7	5	NNW					
2	2	7	8						
3	3	7							
4	4	6	4	NNW					
5	5	6	4				6 1/2 B.L.		
6	6	6	4						
7	7	3	2						
8	8			Lying to.			W		
9	9								
10	10	4	7	NNW					
11	11	4	5				6		
12	12	6		W					
135									

Beating to
Cap^t S. Vincent
NNW 6 miles.

H	K	F	Course	Wind	Weather	D	21 st February 1809	Gibraltar to England
1	6	2	N	SE 6 E	5 1/2	B.L.		But the new 7 1/2. In Co with Action + 52 Carry.
2	6	2			4			Action brought to and spoke a brig. Sent the cutter on board him. But new 9 tails.
3			Up NE 1/2 E		3			Made sail boarded a brig - one of the Conroy party on Saturday (Commodore Bonthron) -
4	2	4	NNW		2			
5	4		NNW		1			
6	2				1			
7	3		NNW	NE 1/2 N	2 1/2			
8	2	8	NNW					
9	3							
10	2	6						
11	3							
12	3							
1	2	5	NNW	NE 1/2				
2	2	5						
3	2	5						
4	2	5						
5	2	5	NE 1/2	SE 6 E		B.L.		
6	2	5						
7	2	5			2			Land SE 6 E 1/2 E in sight from deck.
8	1	8						But new m ^t sail. all m ^t on.
9	2	4						
10	2		N					
11	2	7	NE 1/2					
12		5			1			Commod. NNW. 1.
65								

Latitude N.
37. 51 06"

Longitude W.
9. 52 by Martin's Aut.

Bar 30.14
Ther 60
Sick 6
Water 68.

H	K	F	Course	Wind	Weather	22 nd Feb ^r 1809	Wm S Woodcock
1	1		H.P.O.	calm	B.C.	Achiv L ^d Eldon & 32 Conroy in Co.	
2	2					much NW breeze	
3	3					Dined with Commod.	
4	4	1 6	SW ^W	NE ^E	1	running down to close Conroy.	
5	5	2			3	Hauled on S th	
6	6	2 5	SW ^W		4	In 2 nd & 3 rd up S th	
7	7	1 8	SW ^W		5	Subst set Foul sail.	
8	8	2 2			6		
9	9	2 3					
10	10	3					
11	11	3	SW ^W	NE ^E			
12	12	2			5	Commodore SW ^W 2 nd	
1	1	2 5	SW ^W				
2	2	2 8					
3	3	2 8					
4	4	2					
5	5	1 6			4		
6	6	1 4			3 B.C.	Two Margers in sight - Commod. signal? as to lead & went in chase W th the Chan brought to and then the Portuguese colours - The L ^d Eldon spoke the other, they were steering to the SW th - Set S th & West th	
7	7	2 2	SW ^W	W th			
8	8	3	SW ^W	SW ^W			
9	9	2 3	W th	SW ^W	2	Repeated sundry signals with guns.	
10	10	3			AK.	making E th by S th Northwardly small.	
11	11	2 2	SW ^W	SW ^W		Set E th	
12	12	2				Commodore coming up -	

50

Latitude N.	Longitude W.
37. 42 $\frac{1}{2}$ 0 th	10. 44 au th
37. 52 au th	10. 57 Chas th

Bar 30.05
Ther 56
Water 67
Sick 6.

H	K	F	Course	Wind	Weather	23 rd Feb ^r 1809	Gibraltar to England
1	1	8	NE ^E	SW ^W	1 B.C.	Achiv, L ^d Eldon & 32 Conroy in Co. Single up S th 2 nd & 3 rd de	
2	2	5				Headed the ship will not move.	
3	3						
4	4	8					
5	5	1					
6	6	6					2 Margers SW th a brig steering to the NW th a Schooner E th
7	7				1		
8	8		Head to the NE ^E		0		
9	9						
10	10						
11	11						
12	12						Commodore NE ^E 3 rd
1	1						
2	2						
3	3						
4	4						
5	5						
6	6						
7	7						
8	8	8	NE ^E		1	At night air, laid her head to the NW th a strange brig to the Westward of the fleet. - Black - flying 1st boom. 8 th ditto. - made all sail	
9	9	8			2	Quitting from Commodore to keep Conroy within Station, what does he want me to do, - a white ambiguous signal in the	
10	10	1	NE ^E		1	set of light air - Steered to the NW th the Mary Brig who had no	
11	11	2 5			3	25 th W th and was not visible. -	
12	12	3			1 d.	Set a boat to her. - no sail, no more distant.	
						Commodore NE ^E 7 th	

13

Latitude N.	Longitude W.
37. 52 By markers account	10. 51 au th from Chas th 2 nd

Bar 30.06
Ther 59
Sick 11
Water 66 $\frac{1}{2}$

HK F Course Wind Lat. 24th February 1809 Wm S Woolrich

1	6	NE	SW	1	ll.c.	Inlc with Actin, L. Eldon & 52 Conroy.
2					Calm	All sail set Ship does not move
3	5	NE	SW	1		against this low head sail
4	1			1		
5	1	NE	SW			
6	1					In 1 st & 2 nd keels. up to 1 st & 2 nd keels.
7	1					
8	1	5				
9	1	4	NE	SW		
10	1	6				
11	1	6				
12	2					
1	2	2				Commodore NE 5.
2	2	5				
3	2	8				
4	2	8				
5	2	7	SW			
6	3	5				A man of war & a small sail to leeward. Actin
7	4		NE	SW		exchanged names with her (Leviathan) who then tacked
8	4	2				to the SE and made one by. to the NE. Did not let
9	4					he had not the good manner to return his R.
10	3	5				
11	4	2				In 1 st & 2 nd keels. up to 1 st & 2 nd keels.
12	3		NE	SW		Actin went to set a boat on board Commodore.
52						One signal to lead. at noon In 1 st & 2 nd keels. Commodore, low

Lat. 2
Wind
28. 14
Latitude N. Longitude W.
38. 38 00. 11. 4. Ches.
38. 40 00. 11. 16. Ches. 22.
Bar 30.0
Ther 58
Sick 11
Water 66

HK F Course Wind Lat. 25th February 1809 Gibraltar to England

1	2	8	NE	SW	2	P.C.	Lownd the S. Leading the Conroy.
2	2	5					Inlc with Actin L. Eldon & 53 Conroy.
3	2		NE	SW			NE Sull.
4	1	2			1	P.C.	
5	1		NE	SW			Actin went up and made sail up.
6	1	2					In 1 st & 2 nd keels. hoisted the S.
7	1	2					Head Slight & Bow Slight.
8	1	5					
9	1	2					
10	1	5					Commodore came abreast of us, took in the lights
11	1	4					gave a gun and saluted the glory of the
12	1	7					head to him.
1	1						Set 1 st & 2 nd keels.
2	1						
3	1	2					
4	1	2					
5	1						
6	1	5	NE	SW		P.C.	In 1 st & 2 nd keels.
7	1	5					Made signal for 5 Tail in 1 st & 2 nd keels.
8	1						Partly. to the S. - & Meyers's wheel, and
9	3	2	NE	SW	2	Light.	L. Eldon's to the Acton & Commodore chand.
10	2	8	NE	SW	3		Went to the SW. made all sail (9) Tacked all.
11	2	4					How to and took in too the Rose a very heavy
12	5	2	NE	SW			looking heart, his Top Capt gone & no 1 st & 2 nd keels.
40							Bow up and made all sail set out to the S. 3.
							Commodore E. 10. Spiking a ship & 4 brigs.

Latitude N. Longitude W.
39. 10. 00. 11. 14. Ches. 22.
39. 12. 00. 11. 14. Ches. 22.

Bar 29.90
Ther 57
Sick 10
Water 65

H K T Course Wind Wrat. 26th February 1809 HMS Woolwich

1	4	5	NE E	SE	4	P.C.	Inc. with Actin L. Eldon + 52 Conroy. a small all sail set being the Rose ship big paper to the 10?
2	3	6			2		
3	2	4					Dry bar. to wind and weather
4	1	7	NE E	vol	1		In Mud 2 nd
5	2		NE W	NE	3	1/2 H	In 1 st reef.
6	1	5	N	vol	2	P.C.	
7	1	7	NE E	SE			
8	2	8			3		
9	2	3		SE			Set Mud 2 nd sail
10	6				6 1/2		In Logals Mud 2 nd Mast. In G. sail.
11	4		NE E		5		
12	5	2			6		Commodore NW 1.
1	4						
2	5	8					Being a mile ahead of the Actin Cast off the two up to 1 st . & then to the Actin paper & then down & hoisted the Top sails
3	3						
4	2	5					
5	4	2					
6	4						Being 4 th
7	4	5					
8	4	8					Made sig. for a sharp ahead
9	5		NE E				
10	5						
11	5						
12	2						Cast sig. (only) to tow Brought to along head sail
88							

Latitude N.

Longitude W

40. 44 Obs.

11. 37. Acc. "a Chor." 24"

Bar 29.84

40. 34 Acc.

11. 22 Chor."

Ther 58

10. N. & Acc. in 24 hours

Amul & 31. E 12' per Day

Sick 10

15 = 12 miles E. in 48 hours = 6' per Day

which I have always found it true
beginning into the day. tomorrow it will be more E.

Water 64

H K T Course Wind Wrat. 27th February Gibraltar to England

1			up NW. NE	6	P.C.	Actin L. Eldon 132 sail
2	3	5	NE E			Took the W. and Mary in Tow (Dark). Made sail
3	5	4				
4	1		up NW.			Commod. asked "Can you take other big in Tow." Loaded to and brought down the Common May
5	4		NE E			Took her in Tow and brought up. Set 1 st Mud 2 nd
6	5	5				Commodore's heave to - Made Sely. to Commod. Hawser gone, no other. - He brought to for help as here. - In Mud 2 nd & 1 st reef
7	4	4		SE		
8	4	2				Set Mud 2 nd
9	4	2				
10	4					
11	3	8				
12	4			4		Commodore NW 5.
1	4	6				
2	4	4				
3	4	6				
4	4	4				
5	3					
6	3	6				An English looking frigate paper about 12' to the B. h 31. a L. Jack. Signalled it to Commod. also two big a S. Jack ahead. Out 1 st reef.
7	3	5				
8	3					
9	2	6		3		Cast off the Tow & shortened sail
10	2	9		2 1/2		
11	2	8		2		
12	2	5	NE			Brought to with Commod. & boarded two English bigs from Cadix the same day Actin came out & belonging to his Conroy
86						

Latitude N

Longitude W

42. 18 1/4 Obs.

11. 31 Chor."

Bar 30.01

42. 10 Acc.

11. 31. Acc. "a Chor."

Ther 59

I was mistaken 2nd.

Sick 8

Water 63

THKF Course Wind Weather 28th February 1809. M.H. Woodruff.

1		up E. off	SE	1	B. h.	Lying to with Commodore (aching) Lord Eldon and 54 Conroy.
2		NE				Genl Sig. 40th Regt. NE (we are already before E. & N. W.)
3	2	NE				Dined on board the Commodore.
4	1 2					In 2 nd trip.
5						
6						
7						
7 8					Hazy	In 2 nd trip of day sail. Landed 8 th on Capt.
8 9						
9 10						
10 11						
11 12						
12 1						
1 2					Fog	
2 3					Thick fog	
3 4						
4 5						
5 6						
6 7						
7 8						
8 9						Arrived the 8 th . At 2 nd Commodore fired 1 st fog gun
9 10	1 5	NE	NW	1		Out 2 nd trip. Occasional fogs.
10 11	1					
11 12						
12						Calm again - Torgue Court. Hiking a flogging as the ship's company beat the Commodore last evening. Cleared away a few minutes Commodore SE.

Latitude N.

Longitude W.

made I suppose about 8 in this log. + 10 miles. No. cannot will give 42.36 N.

about 11.25.

Bar. 30.15

Ther. 53

Wind 8

Water 62.

THKF Course Wind Weather 1st March 1809 Gibraltar to England.

1						Commodore sometimes within SE 1.
2		Head 0	0	Thick fog		
3	1	NE	NW	1		
4	1					
5	1 5					
6	1	ENE	NE			
7	1	ENE	NW	2	Commodore made fog signal.	
8	1	ENE	NE			
9	5	ENE	NE			
10	6					
11	1					
12	2	NW	NE	2	Commodore NW 1/2 mile	
1	2 5					
2	2					
3	1 5	NW	NW			
4	1 5					
5	2	NW	NE			
6	2	NW	NE		Thick fog	
7	2 2	N	ENE			
8	2 8				Light fog 40 Conroy in light.	
9	3					
10	4	NW	NE	3	Light fog 40 Conroy in light. Set about on board Commodore. 62 sail in sight suppose part of Conroy from Lisbon.	
11	4	NW	NE	2	Clear up & made all sail by, with Commodore.	
12	2	SE	ENE	1	Commodore SE 1/4 mile. 44 Conroy in C.	
1	4 1					

Latitude N.

Longitude W.

42. 42 3/4 N.

42. 51 N.

12. 0 Chas.

12. 0 An. Chas. 27.

Bar. 29. 28

Ther. 51. 58

Wind 9

Water 61.

H	K	F	Course	Wind	Wear.	4 2 nd March 1809	U.S. Woolrich
1	2	5	SE ¹	Enl	2	B.C.	All sail by the wind working up with Commodore to get to wind of Conroy.
2	1	2	SE ¹	E ¹			(1 ¹ / ₂) Short Sail. —
3	1	4	SE ¹	Enl			In 2 nd up.
4	1	5					Commodore telegraphed "a frigate W. on S. Pk" around "not English" — She appeared to me a Spanish Line of Battle Ship, 2 nd Top. a low horizon from N.E. — Set 8 th 3 rd & 4 th & 5 th with Commodore
5	1	5	W ¹		2 ¹ / ₂		Commodore telegraphed "a frigate W. on S. Pk" around "not English" — She appeared to me a Spanish Line of Battle Ship, 2 nd Top. a low horizon from N.E. — Set 8 th 3 rd & 4 th & 5 th with Commodore
6	1	5	W ¹				Commodore telegraphed "a frigate W. on S. Pk" around "not English" — She appeared to me a Spanish Line of Battle Ship, 2 nd Top. a low horizon from N.E. — Set 8 th 3 rd & 4 th & 5 th with Commodore
7	3		W ¹	NE			Commodore telegraphed "a frigate W. on S. Pk" around "not English" — She appeared to me a Spanish Line of Battle Ship, 2 nd Top. a low horizon from N.E. — Set 8 th 3 rd & 4 th & 5 th with Commodore
8	4						Commodore telegraphed "a frigate W. on S. Pk" around "not English" — She appeared to me a Spanish Line of Battle Ship, 2 nd Top. a low horizon from N.E. — Set 8 th 3 rd & 4 th & 5 th with Commodore
9	3		SE ¹	Enl			Commodore telegraphed "a frigate W. on S. Pk" around "not English" — She appeared to me a Spanish Line of Battle Ship, 2 nd Top. a low horizon from N.E. — Set 8 th 3 rd & 4 th & 5 th with Commodore
10	2	5					Commodore telegraphed "a frigate W. on S. Pk" around "not English" — She appeared to me a Spanish Line of Battle Ship, 2 nd Top. a low horizon from N.E. — Set 8 th 3 rd & 4 th & 5 th with Commodore
11	3						Commodore telegraphed "a frigate W. on S. Pk" around "not English" — She appeared to me a Spanish Line of Battle Ship, 2 nd Top. a low horizon from N.E. — Set 8 th 3 rd & 4 th & 5 th with Commodore
12	2	5					Commodore telegraphed "a frigate W. on S. Pk" around "not English" — She appeared to me a Spanish Line of Battle Ship, 2 nd Top. a low horizon from N.E. — Set 8 th 3 rd & 4 th & 5 th with Commodore
1	1	5					Commodore telegraphed "a frigate W. on S. Pk" around "not English" — She appeared to me a Spanish Line of Battle Ship, 2 nd Top. a low horizon from N.E. — Set 8 th 3 rd & 4 th & 5 th with Commodore
2	2	5					Commodore telegraphed "a frigate W. on S. Pk" around "not English" — She appeared to me a Spanish Line of Battle Ship, 2 nd Top. a low horizon from N.E. — Set 8 th 3 rd & 4 th & 5 th with Commodore
3	2	8					Commodore telegraphed "a frigate W. on S. Pk" around "not English" — She appeared to me a Spanish Line of Battle Ship, 2 nd Top. a low horizon from N.E. — Set 8 th 3 rd & 4 th & 5 th with Commodore
4	2	8	W ¹	NW			Commodore telegraphed "a frigate W. on S. Pk" around "not English" — She appeared to me a Spanish Line of Battle Ship, 2 nd Top. a low horizon from N.E. — Set 8 th 3 rd & 4 th & 5 th with Commodore
5	2		SE ¹	Enl			Commodore telegraphed "a frigate W. on S. Pk" around "not English" — She appeared to me a Spanish Line of Battle Ship, 2 nd Top. a low horizon from N.E. — Set 8 th 3 rd & 4 th & 5 th with Commodore
6	2	5					Commodore telegraphed "a frigate W. on S. Pk" around "not English" — She appeared to me a Spanish Line of Battle Ship, 2 nd Top. a low horizon from N.E. — Set 8 th 3 rd & 4 th & 5 th with Commodore
7	2		SE ¹	Enl			Commodore telegraphed "a frigate W. on S. Pk" around "not English" — She appeared to me a Spanish Line of Battle Ship, 2 nd Top. a low horizon from N.E. — Set 8 th 3 rd & 4 th & 5 th with Commodore
8	1	6					Commodore telegraphed "a frigate W. on S. Pk" around "not English" — She appeared to me a Spanish Line of Battle Ship, 2 nd Top. a low horizon from N.E. — Set 8 th 3 rd & 4 th & 5 th with Commodore
9	1	4					Commodore telegraphed "a frigate W. on S. Pk" around "not English" — She appeared to me a Spanish Line of Battle Ship, 2 nd Top. a low horizon from N.E. — Set 8 th 3 rd & 4 th & 5 th with Commodore
10	1	3	SE ¹	Enl			Commodore telegraphed "a frigate W. on S. Pk" around "not English" — She appeared to me a Spanish Line of Battle Ship, 2 nd Top. a low horizon from N.E. — Set 8 th 3 rd & 4 th & 5 th with Commodore
11	1	4					Commodore telegraphed "a frigate W. on S. Pk" around "not English" — She appeared to me a Spanish Line of Battle Ship, 2 nd Top. a low horizon from N.E. — Set 8 th 3 rd & 4 th & 5 th with Commodore
12	1	4	W ¹	NW	2		Commodore telegraphed "a frigate W. on S. Pk" around "not English" — She appeared to me a Spanish Line of Battle Ship, 2 nd Top. a low horizon from N.E. — Set 8 th 3 rd & 4 th & 5 th with Commodore
52							

Latitude N° Longitude W°

43. 19¹/₂ 04¹/₂ 12. 48 Cho¹/₂

43. 18 04¹/₂ 12. 39 04¹/₂ Cho¹/₂ 1¹/₂

Bar 30. 24

Ther 53

Water 61

Sick 8

H	K	F	Course	Wind	Wear.	♀ 3 rd March 1809	U.S. Woolrich, 1st Lieut. Eng ¹ / ₂
1	2		W ¹	NE	2	Gr. C.	50 Conroy and Action in Company. 3 P.M.
2	2	2		NE			Made sig ¹ / ₂ 2 sail ahead. Commodore sent to look at them leaving us to lead — A ship coming down from the other Conroy with signal of intelligence
3	1	8					My ¹ / ₂ repeated it to Commodore who asked ten ¹ / ₂ her (M ¹ / ₂ Eldon) — signalled us to examine the stranger — Down ¹ / ₂ fired a shot and brought them to an English ship & schooner from
4	2						Guernsey to Rio Plata, chased a French schooner last Sunday to the W ¹ / ₂ — Spoke a ship & from whom he learned that the Dutch fleet of 18 sail of the line was out. — Commodore made sig ¹ / ₂ that the French fleet had put to sea during M ¹ / ₂ — Made sig ¹ / ₂ of intelligence to Commodore with Commodore: he then came to me — went on board him — I learned that L ¹ / ₂ Gambier's fleet had been seen by L ¹ / ₂ Eldon, during M ¹ / ₂ — he had spoken the Lavinia from Bay with a command for Oporto — Made sig ¹ / ₂ to Conroy that evening in sight M ¹ / ₂
5	1	7	W ¹				Made sig ¹ / ₂ to Commodore for a sail NW ¹ / ₂ — the same apparently seen 4. p.m. —
6	1	5					East ¹ / ₂ weather Conroy in sight still. —
7	1	5					Get sig ¹ / ₂ to make all sail NE ¹ / ₂ —
8	1	5					Out sig ¹ / ₂ to lead — Commodore went to meet with NW ¹ / ₂ —
9	1	5					Long Westwardly sail Ship rolling much
10	1	5					Yards braced by endeavouring to catch Conroy
11	1	5					Conroy astern — Commodore NW ¹ / ₂ 7 miles
12	1	5					
34							

Latitude N° Longitude W°

43. 49 04¹/₂ 12. 43 04¹/₂ Cho¹/₂ 1¹/₂

43. 58¹/₂ 04¹/₂ 10. 4¹/₂ 04¹/₂

Bar 30. 17

Ther 53

Sick 8

Water 60

H K F Course Wind beat. h. 4th March 1809 M^{rs} S. Woodcock

1	2	NE ¹	1°	2	A.C.	L ^d Elder + 32 Convoys info. Nymphs + 48 Convoys SE ¹ 6 led.
2	2	6	SW ¹			Common in chain NW. (1) He hoisted the private
3	2	6		3		Signal and look in SW ¹ . At 3. he was NW.
4	2	4	WSW ¹			out of sight from deck but still with Private Sig. Nymph.
5	2	7				(4 th) Sashin returning and soon after the chain
6	3	8	SW ¹	4 th		following him 3 or 4 miles astern - At sunset
7	6					thought as he was at the main - and the whole
8	3	5				manoeuvres of the chain led me strongly to sus-
9	4					pect that he was a French ship of the line, Puffin-
10	4	5	NE ¹ N ^o			fraction and addressed the ship's Company.
11	4	5				at dusk, ^{the Convoys were in motion} set sail to stand down to speak the
12	4	6				Commodore who I supposed was returning upon
1	5					the Convoys in order to join me and cover them,
2	5		WNW ¹ 6			which if the Enemy were alone we should have
3	3	2	ENE ¹ N ^o	7		done effectually tho' probably with the help of
4	2			5		one of us - Regretted that I had not called in
5	2	8	NE ¹ NW			or communicated my suspicions to the Nymphs
6	2	8	NE ¹ E			(7) spoke the Action, his chain had been the
7	3					Salsette from S. J. Duckworth's head ¹ (looking
8	3	8				for that that who had sailed the 21 st ult ^o) to
9	2	2	NE ¹ E ¹ NW			for that that who had sailed the 21 st ult ^o) to
10	2	8	NE ¹ E ¹ E ¹ NW ¹			for that that who had sailed the 21 st ult ^o) to
11	2	8				for that that who had sailed the 21 st ult ^o) to
12	3					for that that who had sailed the 21 st ult ^o) to

Latitude N. Longitude W.

45. 10¹/₄ Ost¹
45. 9 Aut¹

11. 47 Chron¹
11. 53 Chron¹ 2^o

Bar. 30.22
Ther 53
Water 59
Sick 7.

H K F Course Wind beat. 5th March 1809 Gibraltar to England

1	2	4	NS6E ¹ E ¹ 1 ¹ / ₄	NW ¹ 5	D.P.C.	Inland R. H ¹ M ¹ W ¹ S ¹ Convoys info.
2	2	3				
3	2	4	ENE ¹ 2	N ^o		
4	2	5	ENE ¹ E			
5	2	6		6		
6	2	4		6 ¹ / ₂		
7	2	5	ENE ¹			
8	2	5	E ¹ N ^o	NE ¹		
9	2	2	E ¹ N ^o			
10	2	5				
11	2	8				
12	3	2				Commodore E ¹ 1 ¹ / ₂ !
1	2	5	E ¹ S ¹	NE ¹ NW ¹		
2	2	4				
3	2	6				
4	2	8				
5	2		E ¹	NE ¹ S ¹		
6	2	2	E ¹ S ¹		P. 9.	
7	2	5				
8	3					
9	3					
10	2		E ¹ S ¹	NE ¹ NW ¹		
11	5		SE ¹ E ¹ E ¹			
12	5	5	E ¹ S ¹	6		

Latitude N. Longitude W.

45. 7. Ost¹
45. 14 Aut¹
10. 22 aut. Gut Chro
10. 16 Chron¹

Outly. Collead Actionant in chain NW¹ of a
our suspicious Nymph who bore up and made etc
sail Action photographed into "close with leading
ship of the Convoys - S. M¹ W¹ S¹ 1¹/₄ led & edged away.
Commodore made (Nymph's Sig. to be used) to
examine the above chain the 2^o to end and
friend - (11) A Nymph a lubber with Private Sig. and
longed members by tiller
Commodore by the line (working up to Convoys) NW¹ 1¹/₄!

H	K	F	Course	L	Wind	Weather	D. 6 th March 1809	Wm. Woodcock
1	3	4	SEW	6	P.D. 9.		At noon Don drove Sybilla out 3 rd up set 9 th 5 th up to west along side of him - Action 1 st 4 th made a sig. to tack came to a S. 5 th and made Conroy sig. to do so and to close down to me. - About 11 th forenoon Sybilla was the ship Commod. had chased 4 th instead of 1 st . The main sail to the 1 st . The by 1 st then 9 th 25 th . Commodore ordered 3 miles made sig. to Conroy to come down in his wake - Don drove up to 1 st .	
2	1	8	WNW	2			Sybilla had the 2 nd 24 th hours and SE. Chorus 4 th 40 th !	
3	1	8						
4	2	2	WNW		NE 5 th			
5	2	5						
6	3		WNW	0				
7	1	6	WNW	2				
8	2							
9	2	4	WNW					
10	2	4						
11	2	5						
12	3	2	WNW				Commodore WNW 1.	
1	3							
2	3							
3	2	6	WNW		NE 6 th 1 st		In 3 rd up.	
4	2	5						
5	3							
6	2							
7	2							
8	2	6						
9	2	4						
10	3	5	WNW	1				
11	6			1/2				
12	6	up NW						

Latitude 5 N.

Longitude W.

45. 8 - March 1809

11. 38 Act. 1st Chorus

45. 10 Act.

12. 3. Act. 1st Chorus

18th 25th W. of Act

H	K	F	Course	L	Wind	Weather	D. 7 th March 1809	Gibraltar to England
1	3	2	WNW	1 1/2	NE 6 th	P.C.	Conroy action. Following Action - along ship ahead on S. 1 st .	
2	3	5	WNW					
3	3	2						
4	2	8	ENE				Commod. supposed it to be the Sybilla - I thought he a merchant vessel tacked and joined Conroy.	
5	4	5	WNW		5 1/2		b. Shortened Tail	
6	3		WNW					
7	1	6		1 1/2				
8	2							
9	2							
10	1	8						
11	1	7			4			
12	1	7						
1		6			3		Action WNW 1.	
2	1	5						
3	1							
4	1		WNW				Set 9 th 1 st Edition	
5	2	2	WNW	1				
6	2	4	WNW		ENE 1		Set NW sail, passed the Commodore and went ahead to look out.	
7	2	5	WNW		NE 10 th			
8	2	6			ENE			
9	2	5						
10	1	5	NNE		ENE 2			
11	1							
12	1	4						

Latitude N.

Longitude W.

45. 42. Oct.

13. 1 Act. 1st Chorus

45. 36

13. 7. Chorus

6 N. 4 Act.

Bar. 30. 26

Ther 52. 55

Water 57

Sick 7

H K F Course $\frac{L}{W}$ Wind Weather 28th March 1808 Wm. S. Woodcock

1	2	NNE ¹	1	E ¹	2	cl. c	Looking out Com. mod. & Conroy on W ^r . 2 quarters all sail set by the wind.
2	2	N ₂ E ¹ E					
3	1	4			1 $\frac{1}{2}$		Signalled strange a Merchant brig
4	2	2				K.	
5	1	6	S ₂ E ¹	0			In 1 st and 2 ^d wpts.
6	1	6					
7	1	5	NNE ¹	1		K.	Joined the Conroy, 1k ² & shot Tail to 3 S. 7 ¹ / ₂ p. b.
8	-	8					
9	1	-					
10	1	-					
11	1	.					Set 9 th Tails
12	1	.					Commodore NNE ¹ mile
1	1	2					
2	1	2			2		
3	2	.	NNE ¹ E				
4	1	8					
5	1	7	NNE ¹		3		
6	2	-				B.C.	49 Conroy, Action & L ^d Eldon (200 parts to him?)
7	2	4					Commod. went ahead to look out
8	2	4					Sent about to the Rose for 2 Anchors — he had packed & saw nothing, supposed by saw yesterday to be the same (Sophie Gustava). — Sent the Hamilton to tow the boat up.
9	2	2	N ₂ E ¹				Commodore Tacked twice
10	2	-	N ₂ E ¹				
11	2	.			4		
12	2	-					Commodore NE ¹ E ¹ 6 miles.
40							

Latitude N. Longitude W.
 40. 18²/₃. 06¹/₂ 13. 35 Chas.
 40. 11 Aut¹ 13. 27 Chas. Yeat.
 8. 2. 4 au¹ 8. 6. 1¹/₂ of au¹
 Bar. 30. 24
 Therm. 51. 50
 Suth. 8
 Water 56¹/₂

H K F Course $\frac{L}{W}$ Wind Weather 29th March 1809 Gibraltar to England

1	2	7	No	1	EnE	4	B.C.	Leading the Conroy 3 d th cups S. 7 ¹ / ₂ p. b. & lib.
2	3	.	NNE ¹		E ¹			Wind too short to prevent from & the back from going ahead — Commodore looking out to wind? — L ^d Eldon & 52 sail supposed all Conroy two of them were held down on the quarter.
3	3	4	N ₂ E ¹ E					
4	3	2		1 $\frac{1}{2}$		5		
5	3	.	NNE ¹					
6	3	5						Commodore bore down and resumed the lead Down lib.
7	4	2						
8	4	2	NE ¹ N ¹		EnE	5 $\frac{1}{2}$		
9	3	2	NNE ¹ E				Puff.	Set lib.
10	2	8				6		
11	3	.	NE ¹ N ¹					
12	3	2						Action NE ¹ E ¹ 1 ¹ .
1	3	.						Set m ¹ s ¹ .
2	3	2	NNE ¹ E					
3	3	5						
4	4	2				6 $\frac{1}{2}$		Up m ¹ s ¹ .
5	5	5		1				Set the m ¹ s ¹ and stretched ahead to look out
6	5	8					B.L.	Set lib. made sig ¹ for a sail EnN ¹ .
7	4	8	NNE ¹		E ¹			Made sig ¹ for a sail NW ¹ W ¹ — recalled it believing it to be one of the Conroy scattered Commodore held down NW ¹ W ¹ — supposed the brig one of the Conroy, working tow ¹ him
8	5	.						
9	5	4						
10	6	.	NNE ¹ E		EnE	6		
11	5	5						
12	4	6						
96								

Latitude N. Longitude W.
 48. 0. 06¹/₂ 13. 53 Chas.
 47. 53 au¹ 14. 1. au¹ Chas.
 Bar. 30. 24
 Therm. 51. — 56
 Suth. 8
 Water 56.

H	K	F	Course	L	Wind	Dist.	10 th March 1809	H.M. Woodcock
1	4	..	N.E. E.	1	E 1/2 S	8	B. L.	In chase of a brig to wind. 3 rd up to S. Course with
2	..	..	..	..	..	..	..	Convey not in sight - Perceived the Chan to be the
3	1	2	N.E. E.	1 1/2	..	..	..	Commodore brig of the Convey made his sig. to come
4	3	..	N.E. E.	..	..	..	..	done which after 5 guns he obeyed - Boarded
5	2	5	N.E. E.	..	..	..	..	him, parted 1/2 last. Saw a private last 1/2 - Got
6	2	5	N.E. E.	..	..	..	..	back on broken piece of hearse - Convey in sight
7	7	..	N.E. E.	..	..	..	..	born to the No. and signal. the Chan - friend, Commodore
8	3	..	N.E. E.	2	..	..	..	4 th saw a large ship to wind. - signal. the Chan - friend, Commodore
9	3	..	..	..	..	..	..	and born - tow. the Chan - friend, Commodore
10	1	8	..	..	..	..	..	made sig. to meet ship during 1/2 - suddenly English
11	2	8	N.E. E.	..	..	..	..	and as I could not have caught her without
12	3	..	..	..	..	..	..	parting from Convey I bore up to it and spoke the
1	3	..	N.E. E.	..	..	..	..	Commodore at 7. - In 3 rd up - up Convey. He left
2	3	..	..	..	..	..	..	8 th left 7 th
3	2	5	N.E. E.	..	..	..	..	Action N.E. 1.
4	3	2	..	..	..	..	..	Set M. S.
5	3	8	N.E. E.	..	..	..	..	up M. S.
6	2	5	..	..	..	..	..	Commodore went ahead to look out leaving us
7	3	2	N.E. E.	..	..	..	..	to lead - 1 st Eldon & 48 convey info. 3 my parts
8	3	2	..	..	..	..	..	behind.
9	3	..	N.E. E.	..	..	..	..	Made sig. with 2 guns for head ships to
10	2	8	N.E. E.	..	..	..	..	bring to. - On the 1 st of March, could not see
11	2	..	..	..	..	..	..	signal. 1 st Eldon to compel her
12	1	8	N.E. E.	..	..	..	..	Commodore N.E. E. 10.

Latitude N.

Longitude W.

48. 53 1/2 061.

14. 6 Chron.

Bar. 30.11

48. 53 061.

14. 18 Aut.

Ther 51

Sick 6

Water 55

H	K	F	Course	L	Wind	Dist.	11 th March 1809	Gibraltar to England
1	1	8	N.E. E.	2	E 1/2 S	4	Dk. cl.	Commodore looking out 3 rd up to S. 7 th leading
2	2	..	..	..	..	..	..	the Convey 1 st Eldon & 48 sail
3	1	8	..	..	..	..	..	Commodore came down - On 3 rd up to Convey
4	1	..	N.E. E.	..	..	..	..	4 th 1/2 1/2 he looked to him.
5	3	..	E.	..	..	..	..	In 3 rd male sails. Commodore made sig. to turn
6	2	8	N.E. E.	..	..	..	..	SE wind came fair. Sailing
7	2	8	N.E. E.	0	SE	5	..	In 3 rd male sails. Commodore made sig. to turn
8	2	8	N.E. E.	..	..	..	..	SE wind came fair. Sailing
9	2	3	N.E. E.	..	..	..	..	In 3 rd male sails. Commodore made sig. to turn
10	3	2	..	..	..	..	..	SE wind came fair. Sailing
11	5	5	N.E. E.	0	SE	..	..	In 3 rd male sails. Commodore made sig. to turn
12	1	8	N.E. E.	2	SE	..	..	SE wind came fair. Sailing
1	1	..	N.E. E.	..	..	..	..	In 3 rd male sails. Commodore made sig. to turn
2	2	..	N.E. E.	..	..	..	..	SE wind came fair. Sailing
3	2	4	N.E. E.	..	..	..	..	In 3 rd male sails. Commodore made sig. to turn
4	2	4	..	..	..	..	..	SE wind came fair. Sailing
5	2	8	N.E. E.	..	..	..	..	In 3 rd male sails. Commodore made sig. to turn
6	3	..	..	..	..	..	..	SE wind came fair. Sailing
7	3	6	..	..	..	..	..	In 3 rd male sails. Commodore made sig. to turn
8	4	..	N.E. E.	..	..	..	..	SE wind came fair. Sailing
9	5	3	N.E. E.	..	..	..	..	In 3 rd male sails. Commodore made sig. to turn
10	4	..	..	..	..	..	..	SE wind came fair. Sailing
11	3	3	N.E. E.	..	..	..	..	In 3 rd male sails. Commodore made sig. to turn
12	..	..	..	..	..	..	..	SE wind came fair. Sailing

Latitude N.

Longitude W.

49. 49 3/4 061.

13. 43 Chron.

Bar. 30.08

49. 47 061.

13. 43 Chron. 4th

Ther 51

14. 23 by American

Sick 7

Water 54

H	K	F	Course	Wind	Weather	12 th March 1809	St. M. Woolwich
1	4	.	NE 1/2 E	6	B. P. L.	Wind. of the morning 2 nd up to 5 th Comm.	
2	5	2				Leg. Comm. "Theresa American" "Moby kiss" — spoke the Eleanor Schooner	
3	5	.	NE			made her haul down her assuring Perd.	
4	2	5	SW 1/2 SE	6		which had been flying for 4 days.	
5	6	.	WSW			(4) Bore down to Commodore & put on board with the newspapers.	
6	1	4	SW 2				
7	2	2					
8	2	2					
9	1	8					
10	2	.					
11	1	8	SW				
12	2	.				Commodore SW 1.	
1	2	5					
2	2	3					
3	2	5					
4	2	3	SE	5			
5	2	.					
6	2	.				Actin, L. Elder, & 46 Conroy	
7	2	3					
8	2	5	SW				
9	2	8					
10	2	.				Performed Division	
11	3	.	SW	F		Edged down Commodore	
12	2	2	SW	SE		Commodore WSW 1/2.	
66							

Latitude N. Longitude W.
 49. 10 Aut. 13. 48 Aut. a
 Bar 30.99
 Ther 50
 Suck 7
 Water 53 1/2

H	K	F	Course	Wind	Weather	13 th March 1809	Gibraltar to England
1	2	.	SE	6	B. P. L.	Along with Actin, L. Elder & 46 Conroy.	
2	2	6	SW 1/2	0		2 nd up to 5 th T. S.	
3	2	4	SE	2		Dined with Commodore.	
4	2	.					
5	3	2				In 3 rd up.	
6	3	2	SE 1/2 E				
7	2	8					
8	1	2					
9	1	8					
10	2	.					
11	2	2					
12	2	5	SE 1/2			Commodore SW 1/2 mile	
1	2	5	SW 1/2	gale			
2	2	.		SE 1/2 E			
3	2	5					
4	3	.	SE	SE			
5	3	.	SE 1/2 E	SE			
6	3	3				SE 1/2 E & 1/2	
7	4	6	SE 1/2	1 1/4		B. L. G. Out 3 rd up, SE 1/2 E and went ahead to lookout.	
8	5	.					
9	5	3				In 4 th and looked by general signal	
10	5	.	SE 1/2				
11	5	.					
12	4	6				Down 1/2 Commodore SW 1/2 6.	
74							

Latitude N. Longitude W.
 48. 28 Oct. 13. 19 Chert.
 48. 37. Oct. 11. 13. 27. Chert. 11.
 Bar. 29.99
 Ther 51
 Suck 6
 Water 53

H	K	F	Course	$\frac{L}{h}$	Wind	Wear	S. 14 th March 1899	Ship's Woodcock
1	4		NE 1/2 E	1 1/4	ENE	6	O.P.L.	Looking out to wind? of Conroy 30 th up to S. Conroy.
2	3	5						Up to S.
3	2	5						
4	2	5	NE		ENE			
5	3	5				5		at sail SE E signalled her. Set M 4 th signal? his coming
6	2	2	SE 1/2 E			W		down - a flag - Tacked.
7	1	3						signalled her a flag -
8	3	3	NE 1/2 E	1	ENE	W		Threw a shot & boarded the Packet to take her
9	4	5						2 days out - saw 4 Prickles of the enemy, on this morning - Threw that gone into Bergen led.
10	4			1 1/2		6		In 3 rd up
11	4							
12	3	5				5		Action NW 1/2 7 th
1	2	7				4		
2	2	5				3		
3	3							
4	1	8				2		Up to S. down to S.
5	2		NE 1/2 E					
6	1	3				1	Ok. 9 th	Action made sail - Out 3 rd + 2 nd up - Set M 4 th 16 th
7	1	2						Action not passing sail concluded she was only coming
8	3		NE 1/2 E	0	SE E	4		ahead - Made sig. intelligence to communicate &
9	4		NW 1/2 W			3		edges away to him - (9) The sail NW a frigate
10	2	5	NE	1	ENE			apparently chasing a brig on E. Park - but on board
11	4	2	NE 1/2 W	1/2	ENE	4		Commodore, he bowed to look at the above ship, made
12	2	3				3		all sail ahead.
								In logals.
								Action 12 th NW 1/2 - Conroy 5 action
71								

Latitude N. Longitude W.

49.32 Aut. 13.9. 4th 1/2 1/2
13.10 By Packet Sea Pk.

Bar 30.20
Ther 49
Sick 8
Water 52 1/2

H	K	F	Course	$\frac{L}{h}$	Wind	Wear	8 15 th March 1899	Gibraltar to England
1	2	8	NE 1/2 E	1/2	E	3	cl. 9 th	All sail by the hind Conroy when Commodore. 10 th
2	1	8						Commodore should direct by. and the heeled his head
3	2	6	SE 1/2 E					up to S. in 1/2 up.
4	1	2						a very high NW. swell.
5	4	2	NW 1/2 W	1 1/2	ENE	W		
6	2	2	NW 1/2 N	0	ENE	5		Don't want to join Conroy. - Get by them SE 1/2 if wind
7	2		NE 1/2 E	2	E			complain at night. In 2 nd up.
8	2	6						6 th started to the hind close to Commodore 7 th
9	2	6	NE 1/2 E					S' job and drive
10	2	5						
11	3		NE		ENE	4		Set M 4 th
12	1	8	N		ENE	3		Up to S.
1	1	3		1 1/2				Commodore NW 1/2 mile
2	1	3						
3	1	5						
4	1	5						
5	1	5	NW 1/2		NE E	De. 9 th 10		
6	2							
7	1		SE 1/2 E					W. 1 st Signal 45 Conroy, Action & Lord Eldon
8	1							
9	1		SE 1/2 E		E			
10	1							Set for Commodore. Inquire to Correl for the case of one
11	1		NW 1/2		ENE			of the invalids who has not had a paper for 47 days
12	6		E 1/2 N		SE 1/2 E	W		Experienced Simple Prolong Delay up
	6							
52								Action SE 1/2 mile

Latitude N.

Longitude W.

49.57. Aut. 13.9
50. 0 1/2 0th

13.34 Chest. 13th
13.58. Chest.

Bar 30.41
Ther 48
Sick 8
Water 52.

H	K	F	Course	Wind	Wear	24 th March 1809	St. M. Woolrich
1	1		E ⁴	SE ¹	1	2 ^d . d.	8 th mps B ¹ 7 ¹ 1/2. Actin L ¹ Eldon & Conroy.
2	1						Set 1/4 Hails.
3	3	8	ESE	SW ¹			Very heavy swell from the NW ¹ .
4	4	6	ES ¹⁰		P.		Gen ^l by 1/2. Mps SE ¹⁰ E ¹
5	5	6	ESE ¹				Went on board Commodore, asked perm ^{is} to
6	6	6			0	D.C.	keep ahead of Conroy to look for these Privateers!
7	7	8			1	cl.	All small sails
8	8	1				Dk cl.	
9	9	1	SE ¹⁰ E ¹				
10	10	1					
11	11	5			0		
12	12	1	ESE	S ¹⁰	1		Commodore SE ¹⁰ S ¹ .
1	1		SE ¹⁰ E ¹	SW ¹			
2	2	5			2		
3	3	5		SW ¹			
4	4	8			3		
5	5	5		W ¹			
6	6	4	SE ¹⁰ E ¹ E ¹		4	Dk cl.	Out all mps made all sail to get ahead
7	7	4		SW ¹⁰	4 1/2	1/2.	
8	8	4		WSW ¹		EL. dk.	Paper Commodore.
9	9	3		SW ¹	4		W ¹ swell subsided, water pretty smooth
10	10	4		W ¹	3 1/2		
11	11	4	SE	WNW ¹			
12	12	4	SE ¹⁰ E ¹ E ¹				Commodore (speaking all the Conroy) WNW ¹ 6 ¹ .
51							

Latitude N. Longitude W.
 50...0. Am¹ 12...40. Chron¹ 15th

Bar 30.25
 Therm 50
 Sicks 6
 Water 50 1/2

H	K	F	Course	Wind	Wear	25 th March 1809	Gibraltar to Exeter
1	2		SE ¹⁰ E ¹ E ¹	WNW ¹	3	EL. dk.	In 9 th ahead of the Conroy. (1) Actin brought
2			up NW ¹ - NW ¹				to, brought to like him (2) Saw 2 sail N ¹⁰ made
3	1	6	NE ¹		2		all sail in chain as did the Actin - Am ¹ ?
4	4	5					Packet's Priv. Sig ¹ - Signal? it to Commodore who
5	4	5			3		returned to Conroy
6	2		WS ¹⁰	WNW ¹			(5) Boarded Sp. America Packet from New York
7	1	5	NE ¹				was near but he imagined cutter when to be
8	2		up NW ¹ NW ¹				an enemy, won tow ¹ him - Boarded the large
9	2		SE ¹				E. Dutely cutter from Sumudra - on the 7 th
10	1		SE ¹				inst ¹ he perceived 6 sail of the line a frigate and
11	2	5					abrig under a puff of sail on L ¹ Pk standing
12	2	5	SE ¹⁰ S ¹				to the Westward. in Lat. 43..2. Long. 23..45.
1	2	4	SE ¹⁰ E		2		at 7. Made all sail tow ¹ Conroy and burned
2	1	6					all the light wheel Commodore answered.
3	1						at 12. Burned another wheel he answered.
4	1						
5				Calm	0		
6	1		SE ¹⁰ E	SW ¹	1	Dk. EL.	Noting 2 ¹ Moring 10 ¹ -
7	1			S ¹⁰		K.	Made Sig ¹ to Commodore of intelligence -
8	1	7	WNW ¹	SW ¹			
9	1	3				K.	Pulled up to Actin with about intelligence,
10	2	5	SE ¹⁰ E ¹				(I hear that the L ¹ Duncan one of the Conroy who
11	1	5	ESE ¹				separated some days saw on the 9 tail of the
12	1	5					line Moring to the NW ¹ .)
							(9) Donef
							160 fms
44							Commodore SE ¹ 1/2

Latitude N. Longitude W.
 50..1. Am¹ from 15th 12..5 } Am¹ from
 Chron¹ 15th

H	K	F	Course	Wind	Wear	18 th Mant 1809	Wm. H. Woodcock
1	1	4	ESE	SW	1	Q. A. Dk.	3 S. close to Acton, L. Eldon & Conroy ashore
2	1	4					
3	1	4		W			
4	1	4			0		
5	1		SESE	NE	1		
6	1						
7	-	6					
8	-	5					
9	-	8	SE	ENE			
10	1						
11	1	4					
12	1		SESE	ENE			Commodore ELS. $\frac{1}{2}$
1	1		SESE				
2	1	2					
3	1	3					
4	1						
5				Calms	0		
6			H. N.				
7			Head at 10				
8	1	8	NESE	NE	1		A Frigate SE. Commodore - made signal Commodore made sig. that he imagined her to be the Sybil - shortened sail & brought to 8 along side Commodore
9			up SW		3		
10			H. N.				At 10. Commodore filled
11		8	NESE		5 $\frac{1}{2}$ H.		Set W. Squally In 1 st & 2 ^d reef S.
12	2	2					Commodore SE. $\frac{1}{2}$ mile
22							

Longitude W

Latitude N.

11.. 40 { acc. from
Chas. 15th

49.. 58 acc. obs. 15th
50.. 1 $\frac{1}{2}$ obs.

32 = 21 W. Current in 3 days

Bar. 29.93
Ther. 50
Sik 4
Water 48 $\frac{1}{2}$

H	K	F	Course	Wind	Wear	19 th Mant 1809	Gibraltar to England
1	1	5	NESE	SE	4	D. ce.	3 ^d reef S. In Comp. with Acton L. Eldon and 43 Conroy.
2	1	4					
3	1	5					
4	1	2	NESE				
5	1	6					
6	1	5	NESE	ENE			170 fms.
7	2		ENE	SE			
8	2	2					
9	2		E	NE			
10	3		ENE	SE			
11	2	2					
12	2	4	ENE	SE			Commodore ELS. $\frac{1}{2}$ mile
1	1	5	E	NE			
2	2						
3	2	2	ESE				
4	2	5					
5	2	4	E				
6	3		ENE	SE			ELS. Commodore made sail ahead and one signal to lead. - a charge ahead, and one W. going large, L. Eldon signal that she was Mount. Viper
7	3						
8	3						
9	2	5	E	NE	3	Ind W.	
10	1	6				P. A.	
11	1	5	ENE	SE	2 $\frac{1}{2}$		
12	1	5				P. L.	
49							150 fms Commodore ELS. 13. Set W. & S. 1 st & 2 ^d reef Comm. in sight

Latitude N.

Longitude W.

50.. 34 obs.
50.. 37. acc.

11.. 7. Chas.
11.. 23. 4th Chas.

Bar. 29.81
Ther. 51
Sik 4
Water 48

H.	H	K	F	Course	$\frac{L}{N}$	Wind	Lea ^t	$\frac{S}{+}$ 22 ^a Maut 1809	Wm S. Woolrich
1	1	2	—	SE ^t	$1\frac{1}{2}$	SW	4 Hk.	Actin ahead Conroy mostly in sight	
2	2	1	8				—	Long hawtill	
3	3	1	2				2 $\frac{1}{2}$ —		
4	4	1		SEWS ^o		SWWS ^o		Set G. & S.	
5	5	1					3 —		
6	6	2		SE $\frac{1}{2}$ E		SW ^t	4 N. A.		
7	7	2	5		1				
8	8	3	2	SE $\frac{3}{4}$ E			B. L.		
9	9	3	5	SE		SWW			
10	10	3	8						
11	11	4	4	S ^t E ^t	$\frac{1}{2}$		5		
12	12	4	2					Commodore SW ^t $\frac{1}{4}$ In G. Sails	
1	1	2	5	SE ^t					
2	2	3						Heavy Ooze	
3	3	3	5						
4	4	2	8				4		
5	5	2	4	SE $\frac{1}{2}$ E					
6	6	2	6	SE				B. L. Commodore made sail to go ahead 33 Conroy.	
7	7	2	2				2 $\frac{1}{2}$	Made all sail to dry the sails. Sig. ^t to Star SE ^t	
8	8	3		SE $\frac{1}{2}$ E		SW		Sig. ^t to all in down 1 P. 1/2 Port	
9	9	3	2	SEWS ^o		SW ^t	3	On Sig. ^t to lead - Dashed Mig. ^t S. and kept all the canvas ahead	
10	10	2	6	SE $\frac{1}{2}$ W					
11	11	2							
12	12	2	2	SEWS ^o		SWWS ^o	2	69 fms Ooze. Commodore SE ^t y.	

Latitude N.

Longitude W.th

50.. 19 Oct.^h
50.. 15 Aug.^h

8. 18. Chem. Yel.⁴

8.. 11. Chart.

8.. 30 Sounding, or Mathews Ct.

Bar 29. 84

Phu 48. 53

Side 6

Water 40

H	K	F	Course	Wind	Weather	23 ^d March 1809	Gibraltar to England
1	2	2	SE ^t	SW	2 B.L.P.	Commodore far ahead. (1) Brought to for Convey	
2			up SE ^t	gale		and made them close - Tind a variety of shot	
3					at then 35 Tail.	Stark & Shull	
4	1	4	SE ^t			(3) Tilled under 3 S ^t	
5	1	6	SE ^t	SW ^t		In 1 st & 2 ^d m.p. Set 7 th 11 th 14 th	
6	1	9	SE ^t	SW ^t	3 L.	Sounded 66 fms Stones & shells	<i>Some this size</i>
7	1	6	SE ^t	SW		Made by 4 if wind permits, then SE ^t	
8	1	2	SE		Tops.	at 8 Set Commodore SE ^t 1 st 15 th (S ^t 4 th about then)	
9	1	-	SE ^t	SW		Tind Togg Gars at 7. 8. 9. 10. & 11 -	
10	1	-			Thick fog		
11	2						
12	2	7				(12) Sounded 61 fms Same Bottom as at 6.	
1	2	3	SE ^t	SW ^t		Clearing away Tind a Blue light - a ship's light	
2	2					E ^t about 4 th whilst I look to be Action	
3	2		SE ^t	SW			
4	1	6			2		
5	1	4			Tops.	at daylight 3/4 sail in sight - A large sail for	
6	2	-	SE ^t	SW		a few moments with E ^t Supposed Commodore	
7	3	6	SE ^t	SW		(6) Set Commodore SE ^t 1 st 15 th	
8	4				Dk. G.		
9	3	5			Thick fog	Spoke Tarry on L th I th he saw the Commodore	
10	1	6	SE ^t	SW		plainly at daylight Steady to the E ^t with all	
11	1	5	SE ^t	SW	L.	sail set. (8) 61 fms Stones - Set Commodore	
12	1	5	SE ^t	SW		(10) Saw the Action SE ^t 1 st 15 th 2 nd 15 th all sail set	
						on S ^t 1 st with Colours up to a small top. L.	
						3 sail 1 st Convey Action, Lay too for some time	
						held in coming aft filed 3 S ^t 3 E ^t - Made by 4	
						Sounded 60 fms. Sand. close - Commodore SE ^t 12 th	

Latitude N

Longitude W.

50.. 14.. 50 0/2.

50. 8 Ans.

7. 11 Chron. 276

6. 55 Chest. 283

7.. 11. Aut. p. 276 End?

- - By Sound. Ambiguous

Dec 22. 66

Mar 19.00
Apr to

Dec 30
 1866

Water 1.5

H K F Course Wind Weather 24th March 1809

Wm S. Woodhouse

1	1	2	SW	Whw	1	Cl. L.	A few minutes after noon saw the appearance of the
2	2				0	2.	Sally L. S. W. W. - Two masted boat up with glasses and
3	3	5	So?		0	2.	made by. to Conroy for being the land - Common
4	4	6	W. W.	W. W.	1	7.	out of sight. At 4 1/2 when a breeze came hauled out
5	5	1 5	SE		2	D. C.	to W. W. to clear the island, not being prudent to go
6	6	3			3		between them & the main with dark light mountain
7	7	5			4		brethren, fog, and Conroy stopping - At 4 saw
8	8	4			5		the Common SE 1/2 E. 3 S. - 8 1/2 yards down below the
9	9	5 2	SW				horizon - by foreland at his fore, & after at his
10	10	5 2	SE	W. W.			main which I could not distinguish, but as he
11	11	5					was evidently not carrying sail to get up to me, and
12	12	4 6	So				as he could not weather the island, it was apparent
1	1	4 2	SE E				that his sig. was useless and his position inviting
2	2	4 2					me to go down and I supposed he would go
3	3	4 6					between the Longships & the Scillies - Not being
4	4	4 4					able to see the signal it would have been perfectly
5	5	4 6					impossible to lead the Conroy into danger and I
6	6	4 6					determined to stand off - However (4 1/4) Judging
7	7	4 6	ESE				of his feelings by my own, and being in great part
8	8	4 6					if I did not go down to him, I determined to run
9	9						all risks and come up - At (7) the latitude of
10	10						a * convinced me that he had not seen Sally de
11	11						Good and soon after we saw S. Agnes light SE
12	12	5 6	ENE	W. W.			- my mind accomplished much more relieved -
1	1						hurry good good good to good good to L.
2	2						(11) P. M. Spoke the Commodore told him the Conroy
3	3						was stopping for astern - He made try to
4	4						alter course to Port 5 P. M. - (8 on Board)
5	5						9 on Comm. today. into stay by rear of Conroy.
6	6						Mr. G. Boarded a Portuguese from the Brazils - who
7	7						had supplied the Regent of the W. Isles with Prov.
8	8						Regent had lost her Topmast in a Gale. (11) Boarded
9	9						after Conroy. - Spoke a fishing boat seeing him
10	10						returning from the Conroy.

Latitude N.

49. 40 1/2 Ob.

Cher. 276. seems perfectly
correct, by the signal. It was
6. too far to the West by obs. in Domes.

Lizard Light houses

NE 6 E 1/4 E. (Comp.)

about 22 miles

Bar 29.5

Ther 50

Sick 6

Water 44

H K F Course Wind Weather 25th March 1809 Gibraltar to England

1	7		ENE	W. W.	6	Cl. Th.	Standing after Conroy.
2	7	2	E			Tossy.	Commod. hauling up to speak a merr. V. Capl
3	6	4				R.	made sig. to speak him but as he bore up without
4	6	8					trying to haul it down - Thick thickening
5	7					7 H. R. T.	Looking weathered 4 with At - Part of the
6	7						Conroy is light was up within sight of Commod.
7	6	5				7 1/2	Spoke the Commod. it told him the news by the
8	6	2					Portuguese, and asked him how he stood as
9	5	8	E 1/4 S				by our compass we were E. - rather a nervous
10	5	6				7	course in such a night. - He answer. E 6 S.
11	5	2					6 1/2 closed up the S.
12	5						
1	3	6	E		6		Commodore E. N. 1.
2	4	8					
3	5				5		
4	4				4	Cl.	Cleared away.
5	3						
6	2	5			3	D. h	Ousty to keep Conroy in station W. S. 1/2 W. on tow.
7	1	5	W. N. E		2		the rear and then W. on back to the E.
8	2	5	ENE				Lead from start to being in sight W. W. W.
9	2	2	E 1/4 N				Out all up and made all
10	1	8					Sail today.
11	1	5			1		
12	1	5					
109							Commodore E. 9.

Latitude N.

50. 9. 50 Ob.

Bar 29.25

Ther 48.50

Sick 6

Water 43

H	K	F	Course	Winds	Weather	26 th March 1809	Wm S Woodcock
1	1	1	6	EBN ^o	W ^t	1 B. G.	Active & Conroy info. All sail set drying
2	2	2		E ¹ N ^o	SW	2	
3	3	2	7			3	Reduced the sail to 3 B.
4	4	3	5		SW	4	
5	5	4		E ¹		5	
6	6	3					In 1 st & 2 nd sup. - Commod. telegraphed "Pupae things for Portsmouth"
7	7	2	5	up SE			Wrote last letter and 4 Papers on board the Ganges transport. Dined at 2.15 & 4.15
8	8	2	4	EWS ^o			(8) Portland light h ¹
9	9	3	6				
10	10	5	8			6	
11	11	5		ESE ¹ E			
12	12	4	8				Commodon EWS ^o 4.
1	1	4	8	EWS ^o			
2	2	3	8				
3	3	4	2				
4	4	4	8				Papery the Culver Cliffs. a line going into Spithead from the E ¹ ?
5	5	4	8		B. G.		
6	6	4	6				
7	7	4	3		cl.		
8	8	5	6		6 ¹ h		
9	9	5	8	EWS ^o			
10	10	6	4				
11	11	5	2			6 h	
12	12	3					Active EWS ^o 2. Conroy in Comp.
99							

Beatings &c

Beachy Head
EBN^o 7 lea.

Bar 29.54
Ther 46.50
Sick 6
Water 42

H	K	F	Course	Wind	Winds	27 th March 1809	Gilmerton to England
1	3	1	E ¹ S ^o	SW	5	4.15	Conroy round us
2	3	5				4	
3	3	5		SW ¹			Gen ¹ Sig to make punch signal 14 only asw? it got I think I make out about 20 of us.
4			up SE		3		
5					2		(3) How to for Conroy. Dined with Commod.
6						D.C.	
7		6					
8		1					
9		2	2				
10		3	4				
11		2	2				
12		1	8				Commodon E ¹ 1.
1		1					
2				Calm	0		
3							
4							
5			Head 3				
6						D.L.	About 20 Conroy in sight and 25 Shug.
7						D. 7 ¹	Pennier (Wm D ¹) passed us
8							
9	1	4	EWS ^o	SE	1	D.L.	
10	1	4					
11	1			fo			
12	1	2		SW			Commodon S ^o 1 (Catherlyth)
27							

Beatings &c

Beachy Head NW
Fairly N E¹

Bar 29.22
Ther 46.50
Sick 6
Water 44

Wm S Woodrill

U.S.S. Woolwich. Downes, River Thames.

April 1809 Wind Weather At H.S. Woolwich, Purflut, Woolwich

April 1809	Wind	Weather	At H.S. Woolwich, Purflut, Woolwich
7 th	SW	4 cl.	sent the powder on shore
8 th	SE	4 cl.	Two Commanders came down and with myself surveyed and decided all the invalids on 4 th
9 th	SE	4 cl.	Pilot came on board.
10 th	WSW	5 cl.	Waiting for Gunlighter
11 th	SW	5	Gunlighter came, out all Gun - Am. (8) Weighed boat up - (11 th) Came to in half way mark
12 th	SW	7 cl.	Moved with keel - Am. 8 Weighed and worked up to Woolwich - Came to ahead the Sulphur Bomb and lashed to her - Housed
13 th	W	6 cl.	Hood of the Anchor the Flukes knocked off - San Domingo went down the line.
14 th	W	7 R.	Discharged the Invalids - clearing the old Ordnance Store & Gun -
15 th	SW	6 cl.	Dried and unbed sails - Discharging old Store
16 th	SW	6 R.	D ^o . D ^o . Muck Top masts.
17 th	SW	7 R.	Surf & found the broken flukes of the 47 -
18 th	SW	6 cl.	Muck bridge. Delivng old Ordnance
19 th	SW	4 c.	D ^o - Outfelling the rigging
20 th	SW	4	D ^o . D ^o .

April 1809 Wind Weather At Woolwich

April 1809	Wind	Weather	At Woolwich
21 st	SE		Delivng old Ship Gun - Outfelling the rigging
22 nd	SW	D ^o -	Mod. & Snow -
23 rd	East.	Mod. Snow -	
24 th	SW	Discharging Ordnance Store -	Clear all Gun: by:
25 th	SW	Mod. clear -	Our men ordered to Royal Oak.
26 th	SW	Mod. Rain -	D ^o
27 th	SW	D ^o .	D ^o
28 th	SW	D ^o .	D ^o
29 th	SW	Trunk temp cloudy.	D ^o
30 th	SE	Thin W ^o -	D ^o St. Thomas sailed
1 st May	SW	Mod. Rain -	D ^o Surveyed the sails -
2 nd	W.	D ^o -	D ^o Heroine sailed
3 rd	SW	Fine weather -	D ^o Royal Oak
4 th	SW	Mod. cloudy.	D ^o Surveyed Rm. Ripping
5 th	SW	Mod.	D ^o
6 th	SE	Mod.	D ^o
7 th	SW	Mod.	D ^o
8 th	SW	Fine weather -	D ^o
9 th	SE	D ^o -	D ^o Cordoned Town & M ^o . Yard
10 th	SE	D ^o -	D ^o
11 th	SE	D ^o -	D ^o -

May 1809 Wind U.S.S. Woolwich At Woolwich

Q. 12 th	g th	Time weather. Crew on board the Royal Oak —
h. 13	SE	D ^c — At last after 3 weeks idleness, the Admiral sent us 40 Yachtmen to clean & fit the ship.
O. 14.	B.	Time weather.
D. 15.	ESE	Completely cleared all the Ordnance Store —
A. 16 th	ENE	Invad. & fine. Tilling the rigging —
S. 17	g th	D ^c — D ^c D ^c — Calhoun at work on board
4. 18.	ENE	D ^c — Yard Folk putting in stows ^{for Gibraltar} — Tilling Rigging
Q. 19	SE	D ^c D ^c D ^c
h. 20	SE	D ^c D ^c D ^c
O. 21	g th	D ^c D ^c D ^c
D. 22	W	D ^c D ^c Tiddled the Topmasts.
A. 23	g th	D ^c — Rec ^d my appointment to the Sloop on Hoop
S. 24.	NE	D ^c — Tiding in stows — Up 4 th M th
4. 25	NE	D ^c D ^c Tilling Water —
Q. 26	NE	D ^c D ^c Blacked the Yards ^{Ship ordered to be paid off. — A master to leave her}
h. 27	ENE	D ^c D ^c — Tanned the Rigging
O. 28	SE	D ^c D ^c — Strung Fouthole
D. 29 th	SW	D ^c D ^c — Calhoun at work on board.
O. 30 th	SW	Ind. breeze. — Discharged myself by permission into the Sloop, Stores being complete, and only waiting for order to pay the Cook. & was waiting a few days since hoisted my pendant in this old Wagon.

Log of HMS Ship Sloop Blossom of 18 guns + 121 men.

By Francis Beaufort, Commander.

B. The days are Civil: And the figures in the Wind and Weather Columns refer to the Table in the 1st page of this Volume.

1809 June	Wind.	Weath- -er.	
	SW 3	B.C.	At 3 am. Embarked in the Star Dock Yard Vigil bid adieu to the Woolwich and at 9 joined the Blossom at the Row — Found her rather a fine sloop and apparently well manned, but in the most wretched condition in every respect — The late Comm. (Preston) had been dismissed by a Court Martial and the 1 st Lieut. (Wood) of the Rammer had an acting order from the Adm. — She is full manned, & officers, 3 months provisions & stores — and being under orders to convey a transport with arms to Gijon only awaits her arrival from Woolwich to proceed — Lying at single anchor — A Pilot on board — Admiral on leave, went on shore to Capt. Jones superintending the Port Duty PM. Ranged the Sheet Cable — ^{new light 5'} _{1/4 of a mile}
1 st	SW 6	—	
	SW 7	—	
2 nd	SW 7	B.C.	Some time in the night a steamer and main took away the jolly boat from under the stern, a good beginning: — Much 8 th & 9 th on deck Long yards close down, struck 9 th —
3 rd	SW 5	CC.	Up Top masts and 9 th & 10 th yards, Re- shook new Down Cable — returned the old one
4 th	SE 6	H.S.	A survey of Stores on board —
5 th	SE 6	CC.	White washed the Lower Deck — Saluted with 21 Guns Mr. Birthday the 4 th having been Sunday.

June 1809	Wind	Weather	H.M. Blossom —	Nore, Downes, Channel
	SW 7	R.		Having learned positively that the Nelson Transport for whom we waited, had proceeded, I went to Capt. Jones to telegraph to Deal if she had gone by — Yes. Then to Adm. Shall I proceed? — This morning they answered yes — As I could not get farther this day than Margate, I preferred waiting in order if it moderated to draw a new jolly — PM. Sent to the Yard brought of a jolly and Wind Sail Room — dep 4 th PM
6 th	SW 5	B.C.		
7 th	SW 6	B.C.		(4) Weighed and ran down the 5 th channel, and through the narrows — (8) 7 th in the Margate road to wait for the Southern tide round the Touland — (10) It then to haul in the pilot's opinion to attempt it — 12 th 7 th SE & E. 8 th PM PM. The Pilot big anchored outside of us —
8 th	SW 7	Br.		(10) Weighed, 3 rd up to 8 th , beating down the Guller — Ship works pretty well — but it was pretty crank. — (4) Came to with Downes (8) PM Deal Castle to NW — went on shore — Nelson Fr. gone to Spithead — Bought a Gig 28 feet long —
9 th	N 2	B.L.		(3 1/2) Weighed and made all sail down Channel (7 1/2) Rapid Dragnet. — When the wind came ahead Tacked over. — soon Tailed NW 5. In 2 nd up PM. Tacked over. (8) Beachy H. W. 4 th beat Rapid the Copying — In 3 rd up.

1809.
June wind weather UMS. Bloppom — Channel — Spithead

2. 10.th WNW 6 Cl. Tacked onas. ⁹ beating down Channel — 11. 9.th
 WNW 5 — At noon. Beachy H. ² NW ¹ — In E. ⁴ — 1st Drive
 WNW 6 — (8 pm) Beachy E. ⁴ — 1st Jib and Drive

11.th Cl. L. (3) In Jib & Drive Tacked onas. ⁹ (10) a
 WNW 6 foreign looking ship coming down suddenly appeared
 through the haze — Cleared for action and spoke
 5 B. L. her a W. Indian man — Look out Captain Webb. ²
 NW 3 who wanted to go to Port. — Out 2. ⁴ up —
 — 2 — Noon Beachy E. E. ⁴ — (8) S. Hellen NW ⁴ ¹
 — 12. 17 pm

12.th South 2 B. L. Standing off and on — (3) Down of made sail
 NW 1 — (8) wind took as short Wood obliged us to
 4 at S. Hellen near the Ocean 9 pm — (9) bright
 WNW 7 and worked up to Spithead Came to in 9 pm
 South the Carle NE ⁴ — Found the Nelson here

13.th S. 13 NW 6 Cl. Getting to rights slowly —

14.th 8 14 W. 6 Cl. Completed the water and provisions —
 4 4

15.th 4. 15 WNW 3 B. L. Having no oil but Train, white washed the
 NW 1 sides. —
 NE 2 B. C. (3) weighed in Co. with Nelson Fr. and ran
 out of S. Hellen — 8 Came to in 9 pm Calon Cl. ¹
 — 0 — NE. to stop tide — (1 pm) weighed and made
 7. 16 WNW 2 — Sail by the wind — (3 1/2) Tacked in shore. (6) Tide
 4 — down and not being able to fetch into the mouth
 6 — with every symptom of falling night Down it.
 8 Cl. Red. H. with Artiller. — 8. Came to 7 pm Down it. ¹ 9. 16. 17.

1809
June wind weather UMS Bloppom — To Coast of Spain

17.th WNW 7 B. L. Whitewashing ship's sides — Painting the
 Stem to with Train oil —
 1 1/2 pm weighed with the weather tide and
 ran up to Spithead — Came to in 8 pm S. Sea
 Carle E. E. ⁴ E. ¹ Monktor NW ⁴ — Mooned

18.th NW 4 B. C. Painting the Quarter Deck (with Train oil) on
 the chain of the wind continuing to the West?
 NE 2 — a day or two more — Low Gambier came down.
 NE 2 — 3 PM. wind came to N. — Unmoored, just
 as we were weighing Adm. made our sig. ² to
 part company — Halifax and Mediter. ⁴
 18.th NE 1 — Conroy also went out. — Nelson Fr. in
 company. — Run out of S. Hellen — (8)
 Dannon NW ⁴ 7 ¹ Hauled to the North?
 to keep clear of the above company
 NE 1 —
 Draft of water with } F. 14. 6.
 Both at the bow } A. 14. 6.
 I am told she requires to be 2 inches by
 the head to be in her true trim

19.th NE 2 B. C. (6) Under NE E. ⁴ — (10) Calm Came to with the Stream
 to wait the flood. ¹ 11. 19. 23 N. Dushlone H. ² NE ⁴
 WNW 3 — (3) weighed — Daily looking night Portland NW ⁴ NW ⁴
 WNW 5 — In 2. ⁴ up. — The lay along 8. ¹ to land. — On
 NW ⁴ 3 — Cl. G. Fr. ² Tack — On tail proportioned to Nelson's.

H.K.F. Course Wind Weather. 3 June 20th 1809. At H.S. Bloppom

1	1	5	W.	hNW 2	a.	Don't use 2 nd E. Nelson Jr. in company.
2	2	5	hNW	h ^o	B.C.	
3	2	3		hNE		
4	2	-		h ^o		Portland lights hE 1 st 9'
5	3	4	hNW	hNE 1 st	3	
6	3	.				
7	2	5			2	
8	2	.				
9	2	.				
10	1	4				Send Staps. Dried all the Staps. Nails.
11	2	.			1	Made Nelson's sig. to A. and let go Staps, but found so little tide that I should not give Nelson the north of bearing up 25 th of Down, - Wright & desired him not to do.
12	1	.				
26	6	.				

Var. 25th. Berry Head hNW 1st 3 h^o. Bar 29.9th
 Ther. 67
 Water 37th
 Luk 6

1	1		hNW	h ^o	1 B.C.	Nelson in Co.
2	-	5			0	
3	-	5				
4	-	5				
5	-	5	NW	hNW	2	
6	3	.			3 H.	Berry hNE 1 st 5'
7	3	5	SW	hNW		
8	3		SW	hNW		Start hNW 1 st
9	2	4	SW	h ^o		Start h ^o 5'
10	2	.	h ^o		2 nd	
11	2	2		hE	2	
12	2	.		h ^o		Start hE 1 st 3 h ^o .
21	1	.				

H.K.F. Course Wind Weather. 21st June 1809 - To Coast of Spain

1	2	.	West	SE 1 st 1 st B.C.		D. the up 1 st B. - Nelson Jr. in company.
2	2	.				
3	1	6				
4	2	.				
5	1	4		hNE		
6	1	4				
7	2	.				
8	2	.				
9	2	5				Set up the Ton and N. M. Ripping.
10	2	5				Out all up.
11	1	5		ENE		
12	1	2			1	
					0	
22	1	.				

Latitude 49. 59th. - Edystone hE 1st 11'. Bar 30.15
 Ther. 67
 Luk 6
 Water 37.

1			h ^o		0 B.C.	Nelson in company.
2	-					
3	-					Set up the Main & M. Ripping
4	1		SW	h ^o	1 H.	
5	1		SW	hNW		
6	-	6				In 1 st and 2 nd up.
7	-	6	hE	hNW	H.	
8	1	5	West	hE	2	
9	3	5		hE	3	Deadman NW 1 st
10	3	5				
11	4	.				
12	4	.	W 1 st			Lizard lights NW 1 st 6 h ^o .
19	7	.				

H K F Course Wind Weather 4.22.^d June 1809

U.S. Blohom

1 4. NW. NE. 3 B.L.

Nelson in company

2 4 4

3 3 6

4 2 6

5 2

6 4

7 3

8 2

9 2 5

10 2 5

11 3 2

12 3 6

NE. B. fog.

Made & short tail oars. to keep close to the Nelson.

Out 1st reef.

A ship and two brigs of the Med. Convoy on Weather bow.

37.4

Var. alt?

25°

Latit. N°

Alt. 49.32

from the right bearing

from post. in the bearing.

Long.

Alt. 5.39.

Chas. 5.49.

Bae 30.22

Ther 66.

Sick 5

Water 36½

1 5. SW. NE. 3 B. fog.

Nelson 1st in comp. - Think fog came on and at 1 bell, spoke him, - Ord. him to sound his horn whenever I struck the bell, and if he parted to repair to C. Orizabal rendezvous.

2 4

NE. fog.

3 4

4 4

5 4 2

B. h.

Chased away.

6 4 2

7 4

8 3 6

ENE.

In 2^d reef.

9 4 4

10 5

11 4 2

12 4

Nelson in co

50.6

H K F

Course Wind Weather 4.23.^d June 1809.

Coast of Spain.

1 4 2. NW. ENE. 3 B.L.

Nelson 1st in company.

2 4 2

Backed & filled oars. for her.

3 4 5

4 4

5 4 2

6 4

7 3

8 4 2

9 5 4

ENE. 3½

Out 2^d reef

10 5

Rounded the Cape.

11 4 6

12 4

3

Finished Ph. M. Gunn for pumping ship on the Low Deck and for draughts.

51.3

Var. alt?

25°

Latit. N°

Alt. 47.49.

2^d Alt. 47.54.

Long. W.

Alt. 7.8

Chas. 7.15

Bae 30.18

Ther 65

Sick 4

Water 36

1 4 2. SW. ENE. 3 B. h.

Single reef - Nelson 1st in comp.

2 4

4 Brigs and 3 ships E. all march. 4 vessels evidently part of the Med. Convoy. - They are keeping comp. and making signals - On seeing us they short tail closed and backed out.

3 3 6

4 4

5 4 4

6 4 2

7 6 3

NE. 4

Out fully hoisted her up a stern - In 2^d reef.

8 4

9 6 5

10 6 2

11 6

12 6 2

59.6

H.K.F. Course Wind Lat. 24th June 1809 HMS Blossom

1	6	SW	NE	4	B.h	5 th infd B. & F. - Nelson in Co.
2	6					
3	6					
4	6					
5	7		ENE	5		
6	7					
7	7					
8	7					
9	5	up & E	E 1/2 N			Boarded a small Spanish Sloop from Llanes close to Gijon, he affirms that the French are no longer there, nor at Oviedo - that they have retreated 10 leagues to the East? - under Marshal Key - And that 2 English frigates are under C. Lorenzo near Gijon - Boarded the Guernsey, ballast. - Made Nelson's sig. to show S.E. and understood C. Penas. intending to go to Gijon
10	5	SW				
11	9	2 S 1/2 W	Short? sail	4		
12	7	SW				
78	9					

Var.	Latitude N.	Longitude W.	Bar.
all?	45.30 1/3 06 th	7. 4. 00 th 1/2 Chro.	30.15
25 th	45.32 00 th	7. 10 Chro.	30. 66
			30. 4
			Water 35 1/2

1	5	4	SW	E 1/2 N	4	B.h	Nelson N. in Compas? Single up - 75 th
2	4	6					
3	5						
4	5	4					Made short? sail over.
5	6				4 1/2		
6	4	4					In 2 nd deep.
7	4	6					
8	5	2					
9	5	5					
10	5	2					Heavy Dew.
11	5	2					
12	5				4		
61	5						

H.K.F. Course Wind Lat. 25th June 1809 HMS Blossom

1	3	SW	E	3	D.L	Nelson NM. N. in Co.
2	2					
3	1	4		1		
4	1					
5	3	SW		2		Answer? Private sig. to the Attack 90. Done up and her Lieut. came on board.
6	2	SW	E			Very. A big (munt. I think) on lubbeam 10' or 12' - suspicious enough but I must attend to my Gijon business.
7	5	SW	E	3		
8	6	SW	E	3		
9	6	2 S 1/2 E				Saw the land.
10	6					
11	6	S	ESE	4		
12	6	5		5		A Frigate lying to off Gijon, she answers? the Private sig. Don don to her - Exch. Numbers - Amelia 38.
48	1					

476 th Total from	Latitude N	Bar.
476 th	43. 48. 50	Cape Penas
		Bar. 30.10
		Ther 70
		Sick 4
		Water 35

1			ESE	5	D.L.	Nelson Transport astern Running on to Amelia. (2) Went on board - Tacked off.
2						Made sig. to Nelson to come down - Tacked in at 4. 1/2. in Gijon Road with Amelia & Nelson - Off C. Lanes. Gijon SW. my fore ground. - Went to a whole cable - West on shore - Must gone about a fortnight - Gen. Vallasteros commanding here - Delighted at the arrival of the arms. - Endeavored to spur him up to undertake something active, but his troops had been too much dispersed and dispirited at last to be set in motion so soon - but Gen. V. was to me to be nothing but Whiskers - His aid - de Camp Col. O'Donnell seems a shrewd fellow.
3						
4						
5						
6				6		
7						
8						
9						
10						
11				5		
12				4		
				3		

HKF Course Wind local: D 26th June 1809. — UMS. Blofom — Gijon.

1 ESE 2 B.h.
2 0

3) Sent out boat with Amelia's to assist
cl. in clearing Nelson — several thousand also
employed about her — Shipton her berth for the
in —

6 South 2 Sath

9 SE 3 B.h.

Weighted and moved further in into clear ground
Gijon town that is with St. Matthew's Church.
Cape Jones north. — Cape Peñas north 14 miles

11 ESE 4

Sent launch for a turn of water

Bar. 30.02. Ther. 72. Sisk 3. Water 35 $\frac{1}{2}$

1 ENE 5

cl (1) Having sufficiently lightened the ship
to come in at high water on the bar, brought
her into the mole — a very capacious fine
mole with narrow entrance, Lamps, Steps, Ships
etc. all round — a Tartan about 20 fms from
where boat lie — all the place dry at low
water. — (7) My Transport being now safe,
Weighted (as did Amelia) and ran out to the
Amelia hauled to the E. — Saw a suspicious
lugger to leeward? lost sight of her at dark.

6

(9) Having rounded Cape Peñas town away
for Cape Prior — for Indefatigable who
sent Officer here. 2nd up B. 4th up. Very
short heavy head sea.

10 6. NW ENE

11 6 5

12 6.

HKF Course Wind local: D. 27th June — U. Coast of Spain

1 7. NW ENE 6 B.L

5th up B. 4th up.

2 7 4

3 7 5

4 7

5 6 6 NW

6 7 4

7 6 2

5

Lettered 1st out 2nd up.

8 6 5 NW

9 6 6

10 6 6 W

11 6 6 W

12 3 2 SW

4 2 SW

82.6

2 2 up

6 1/2

Parished

Passa Cape Ortegol.

Nothing off Cape Prior! — I shall haul
in to the mouth of Turod harbour perhaps
Indefatigable there. — In M.D. 1st & 2nd

Cape Prior at noon

Bar. 29.87

S.W. 4 miles

Ther. 67

Sisk - 5

Water - 35.

Working into Turod
Islet.

(4) Came to in 12 fms the point
on either side SE & NW.
Gull. ESE & E. — 14. 2 2 7
before she brought up.

Hauling in tow. Cape Prior — a line of
fattle ship & private in mouth of Turod. — Mad
Private 1/2. but she answered by telescope "Capt."
on shore cannot answer — I replied "Lead Guard boat."
They answered "no boat on board" — This rather
suspicious but as they were evidently English I
looked in. — a boat came on board in the boat
to say who they were. — Depian & Amador.
Capt. Hotham returned — I went to him — He
had quitted Coruna & Turod some days — "and"
then two ships destroyed all the guns (100) in
Turod on same command. — Brig & Schooner
full of plunder escaped 21st at night —
was that the brig in sea 25th am?

H.K.F. Course Wind Lat. 28th June U.M.S. Blofom

EW: 5 B.h.

— 3

4 Calm 0.

8 NW 1

Calm 0

At 7 in the inlet of Terol.

E: 2 B.L. My sig. on board Defiance

ENE: 4

— 5

SE:

NE: E.M.

3

2

(2) Weighed by Genl. Signal - Defiance and Amazon ran down to Corina (where the governor continued to act in King Joseph's name) and I to look out in the offing. -

(5) Saw a large ship sailing to the SW. Now up to look at them - The Triquet too far to see and too hazy to see sig. A Portuguese ship also heard her own colours and detached in shore

to one station (within signal distance of the Defiance) the lighthouse.

D. M. up to 8 Course

H.K.F. Course Wind Lat. 29th June 1809 Off Terol.

1 3 NE: EW: 2 B.h. Tacked Inshore.

2 3 5 SE: E.M.

3 3 2

4 2 6

5 2 6

6 2

7 1 8 S:

8 2 6

9

10

11

12

21

NE:

CL.

Open the Defiance - Tacked about 1/2 mile off Sixo Blanco Pt.

Calm 0 & A.

Lighthouse of Corina
SE: 5.

Dec 29. 80
Thurs 60

Calm 0 A.

NE: 2 CL.

informed

Saw a large ship to the NW. Making SW - presently she hauled up for us - She looked suspicious - Made sig. for her to Defiance and her being a man of war, but she saw none of them. Hood out to look at her - Defiance recalled us - Made the Private Signal and went toward Corina. The Marquis would not answer it, but made one sig. to her anchor - did so she answered by the Answer - Reported it to Defiance and made her sig. that Defiance was informed - One sig. to 77 - One up and 77 in Corina 7/100. S. Antonio NW - S. Diego NW - Defiance and Amazon her, the American ship

A Spanish Private ship
saw the remains of
an English vessel and some
other vessels shipped

H K F Course Wind Weat. ♀ 30th June 1809

St. N. St. Blossom

1 Calm
2 Hazy
3
4
5
6

7
8 W. 1 D.L. Rec^d a party of 37 marines from the Amazon
9 The Comd^r Novina's Division for a passage to Ey^d and 36 Supernumeraries
10 of Roman's Army came aboard who had six prisoners to the French
11 into Coma - 10000 men - Chief^t a Pilot & 2 Marine Officers
12 What the devil do they come
13 here for? - NW 2. Out Sig. to prepare sailing, but having time to
14 If the French had Rome Rec^d Week before
15 this is not a terrible port
16 to retreat to. And if the French
17 continue to fall back, At → Inforina Bay.
18 Surely these fellows ought to
19 be pursuing them

1 Msk^d 3 D.L. (2) My Sig. ab^d Defiance - Received the
2 dispatches which the 27th at 4 pm he decided
3 on to hold myself in instant readiness to
4 sail with - Just casting when a message from
5 the Commod^r to wait till Amazon sent marine
6 pagliots - At (4) They came weighed made
7 all sail out (4th) A big pulling & having after
8 us - Tacked to her - 2 letters from Capt^r Pack
9 to have Drard - Tacked - all sail by the
10 line - (8) Passed Cape Pin kept away -
11 the Cape bearing Ebb^d 4th - Set Snd W^d
12
13
14
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H K F Course Wind Weat. ♀ 1st of July 1809. Comina to England

1 6 6 NE 1/2 N. NW 4 C. Whole S. all sail set
2 7. 5
3 8.
4 9 6
5 9 5 NE 1/2 E NW 6
6 9 6
7 10. NE NW NW
8 9 6
9 9 8
10 9 5 NE 1/2 W. W. 7 1/2. Carried away the Snd 4th Voon.
11 10 4
12 10. 7th The Snd W^d and 2 up S.
13
14
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90
91
92
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96
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98
99
100

Var^d allowed Latitude N. Longit^d W.
23^d W. 45. 24 {Aut. from Pin^d at 8. pm 7th 20.
Bar. 3 am 29.92
Bar. 2 am 29.65
Ther. 65
Wind 5
Water 32.

1 9 NE 1/2 N. NW 6 1/2 H. - S. up S. Comma & N. Snd 1st
2 8 2 NE 1/2 NW 6 Snd 2nd S. set job
3 8
4 7 3
5 7
6 10
7 5 NE 1/2 NW 4 H. Set it again & N. Snd 2nd
8 4 2 NW 3 B.C. In Snd 2nd Sails
9 5
10 5
11 5
12 4
13
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100

H K F Course Wind Heat. O July 2^d 1809 M N S^t Blossom

1				0 B. L	8 th up to S. - Course in the trail
2	Chiefly upon			CL.	
3	the sails to				
4	the SE ^t				
5					
6					Out 2 nd up hauled on S.F. ^t made sail
7	1 6	NEON ^o	ESE ^t	1 B.	
8	1 5				Wind shifted time - this weather is
9	- 5	ENE	N ^o		just like that between two Trade winds
10	2	NNW	NE ^t	3 D.C.	
11	4			Sh.	Performed Divine Service
12	4			3 1/2 D.C	
13	6				

Var. W.	Latitude N.	Longitude W.	Bar	Ther	Water
allowed	46. 22 1/2	Obs ^t -	Ches ^t - 6. 51	29. 60	
24 th	46. 23	Aut. 2 days a C. Prior	6. 51	65	
				5	
				31.	

1	4 8	NNW ^t	NE ^t	4 1/2 B.	Single mts, Courses, 94.5 &c - Fly 1 st pt
2	3 2	ESE ^t			A Pilot appearing positive that the wind would
3	6 6	ENE ^o	NEON ^o	5	down to the E ^t towards night I backed -
4	6 5	E ^t	NEE	6	Papered a ship with Puffs. Colours during W ^t -
5	8 -	E 1/2 N ^o			
6	7.				
7	6 4	E 1/2 N ^o	NEE ^t	5 1/2	
8	7 6			CL.	
9	7 5				
10	6 5	ENE ^t	N ^o	5	
11	6 2	NEE ^t	NEW ^t		
12	5 5				
79.	2				

H K F Courses Wind Weather D July 3^d 1809 Corina to England.

1	5 6	NEE ^t	NW ^t	5 CL.	Single mts S. Flying S. 1 st pt.
2	5 5				
3	7 5			6	
4	7 5	NEE ^t	NNW		
5	7 5				
6	7 6	NE ^t			
7	7 6	NEE ^t	NW ^t		
8	7 4	NEE ^t			
9	6 2	NEE ^t			
10	5 2	NEE ^t	NNW ^t		
11	4 6				
12	4 5	WSW ^t			
70.	7				

Latitude N.	Bar.	Ther	Water
47. 56 by bad observation	29. 64	63	30 1/2
		5	

1	4 4	NNW ^t	NW ^t	6	By H. K. 82 fms. Carrying a puff of sail 2 mts, onas.
2	7 5	NEE ^t			Gal. 1/4 to weather the saints.
3	8 2				By H. K. 82 fms. Carrying a puff of sail 2 mts, onas.
4	3 4	NNW ^t	NEE ^t		Gal. 1/4 to weather the saints.
5	2 3				By H. K. 82 fms. Carrying a puff of sail 2 mts, onas.
6	3.				Gal. 1/4 to weather the saints.
7	2 4				By H. K. 82 fms. Carrying a puff of sail 2 mts, onas.
8	3.	NNW	NEE		Gal. 1/4 to weather the saints.
9	2 2	NNW	N ^o		By H. K. 82 fms. Carrying a puff of sail 2 mts, onas.
10	2 5	NNW ^t	N ^o		Gal. 1/4 to weather the saints.
11	2.				By H. K. 82 fms. Carrying a puff of sail 2 mts, onas.
12	2.				Gal. 1/4 to weather the saints.
43					By H. K. 82 fms. Carrying a puff of sail 2 mts, onas.

H K F Course Wind Weather 5. July 4. 1809 Wms. Blopom

1	2	6	W.N.W.	N.	6	sq. sh. sh. K.	5. m. up S. jib to — Heavy
2	2	6	NE	W.N.W.			
3	2	3			7	sq. up courses. Cleared down the S.	Set 2.° again
4	3	4			6		
5	4	6					
6	3	5	NEE	W.N.W.	sq. sh.		Set 2.° split the jib out the new one.
7	4	5					Wash ENE & E. 4 & 5. In 2.°
8	4	4	NE	W.N.W.			K. off. Set 2.° sail once. between the 2.°
9	2	4	W.N.W.	N.	5.°		Ship pitching hideously.
10	3	4	W.N.W.	W.N.W.	6		Carrying a tart canvas to get round the head
11	6		NE	W.N.W.	6.°		
12	7	4					
49							

Bearings &c.
 W. Hart Light House S.E. Comp.
 5.° from the nearest Point
 Bar lashed
 Gun 61
 Sisk 5
 Water 30

1	7	6	NE	W.N.W.	6	sq. sh.	5. m. up S. — 2.° & 4.°
2	7	6	NEE				NE: bring the course to Plymouth and as the
3	9	6			2.		natural course of the wind will draw it
4	9	4	W.N.W.				offshore as we draw in and therefore we shall
5	9	5					certainly not fetch them on the L. 2.° I understand
6	8	5					edge away for Port. — if the wind holds I shall
7	10				6.°		be there tomorrow noon as soon as I could
8	10	5	W.N.W.				Plymouth & therefore sail a Port — and if the
9	10						wind should fly round to the NE: I shall be in
10	9	4	W.N.W.	6	B.C.		in a better situation for fetching Plym: than if I
11	9	5					was bound for it — Set 2.° up S. 2.°
12	7	6	ENE	N.	5.°		(3) Squally In 2.° In 2.°
109.2							

H K F Course Wind Weather 5. July 5. 1809 Coruna to England

1	7		ENE	N.	6	B.C.	5. m. up S. 2.°
2	6	5					
3	7						
4	8	4					
5	7	6	NEE				Set 2.° out 2.°
6	9						Out all up
7	9						In 2.°
8	9		E 2.°	N.			Set 2.°
9	8	4					In 2.°
10	8						Set all sail
11	7	4			5		
12	6	4	W.N.W.		4		
93.7							

643 Total Coruna to Port.
 150 Egon to Coruna
 476 Port. to Egon
 1269 Total run this
 Cruise since
 June 19.
 Bearings &c.
 Needles Point E. 1 mile.

W.N.W.	2	N.	As soon as we passed Gaimouth
W.N.W.	3		the wind round round twice, then came
			a heavy breeze at W.N.W. and sail set
			running up to Spithead — at 4. came
			to in our last butt inside the New Walk.
			ground — I carried the dispatches to
			the Commander in Chief S. R. Fox
			a sheet of paper of 20 tail of the line
			him with down dark green oil taking
			in troops — See J. Duckworth & R. Ari
			through flags flying at Spithead

July
1809

Wind West. Unmoored Sloop Spithead

4. 6th NE 6 A. Surveying Master came on board
condemned some running rigging —
Shifted our berth further in M. Towl N.W.
SE 4 A. Sea Castle E 4 A. — 6 pm

7. 7th E 4 6 A. Loosed sails to dry — Employed at the
Dockyard.

7. 8th E 4 4 P.M. Clearing the hold for survey or Provisions
Purse being superseded

9. 9th E 4 6 A. Made signal for Convoy to Quebec and
Halifax —

Unmoored Ship — Received a light
of provisions and one of water —

NE 4 5 3 PM — Found between the two Purser that
there was no necessaries in the ship — Sent
the new Purser on shore to provide them
and ordered him to be off with the Coals in
3 hours as I should then sail —

D. 10th NE 7

NE 6

Shifted our berth outside —
No Purser off yet (8) Sent the 2^d Lieut.
on shore to search for him — in vain

H. K. F.

Course

Wind

West.

5. 11th July 1809

Port. to Quebec.

1

2

3

4

5

6

7

8

9

10

11

12

Bembridge Buoy
NE 1/2 mile

1

2

3

4

5

6

7

8

9

10

11

12

NE 4

Convoy — { Aldborough — Grand St — Troops — Halifax
Brown — 2° SE 2° — 3°
Cumbland — Grand St — Ball — 2°
Draft — { F — 14. 7
A — 14. 8

I could wait no longer — Weighed 11
run out by 1/2 Mellers under easy sail.

How to thought we saw boats pulling
after us —

Tide drifting us on the ledge 7th — This
Purser seems no pity — he has had time
not only to come off but to have done all his
business on this morning — besides his
having been guilty of great negligence —
yet I cannot bear leaving an officer behind,
sent the 1st Lieut. at 11. am to have another
search for him —

2. A light air West. Weighed hauled
round the ledge — and made the
Convoy come back — The Woolwich
sent into Spithead. — (4) Flood Tide
making Anxious Calves NE 4 E
Matherius W 4 N —

(5) Cutler returned — No Purser!

(7) Light breeze E. Weighed —

Convoy in Comp. Matherius N. 3'

H K F Course Wind Weat. 8.12th July 1809 U.M. N^o 30 p.m.

1	3	WN ^o N ^o	2	B.L.	3 Convoy in Comp. ^d
2	4				Captn 30 Transports from Lisbon
3	4	5			
4	4	5			
5	5	6	3		
6	5				
7	4	2			
8	3	2	2		Portland N 6 W 3'
9	1	5	1		Dried all the small sails
10	1	5		WNW	
11	1	5			
12	1	8			
1	3	4	2	B.C.	At noon Portland N ^o 4 E ^d
2	3	5			
3	3	6		WNW	
4	1	3	1		
5	1	3			
6	1	5			
7	1	5			
8	1	4		WNW	
9	2				
10	2	5	2	N ^o	
11	3				
12	3				

Bar. 30.05
Ther 68
Water 40
Sick 4
3 days Coals

WNW Portland Light N E^d - 6 E^d Convoy in

H K F Course Wind Weat. 4 13th July 1809 Spithead to Quebec.

1	4	4	N ^o	NNW ^o	2	B.L.	5 th mfd S ^o E ^o The 3 Convoy in Comp. ^d
2	2						
3	3	2					
4	2						
5	1		WNW	NNW ^o			
6	5						
7							
8	3		WNW				
9	3						
10	3						
11	4						
12	5						
1	1	2	WNW		1	B.L.	Bearings at noon Spithead Bar 30.06 NE 5 E ^d Bar 68 Exchanged N ^o with live & attack going E ^d Sick 4 Water 39 ¹ / ₂
2	1	4					
3	1	6					
4	1	4					
5	1						
6							
7							
8	3	4	WNW	NNW ^o	2		
9	5	5					
10	5	2					
11	6	2					
12	5	2					

Bar 30.06
Ther 68
Water 39¹/₂
Sick 4
3 days Coals

Weighted 1
NE^d

Convoy in Company - Edgerton Light
NE^d

H K F Course Wind Weather ♀ 14th July 1809 Sloop Blenheim

1	4	5	Wb N°	Nb E'	3	B. H	Single reefed S. G. 9. In 3 Conroy in company
2	5			Nb E'			
3	4						
4	4						Lizard WNW 1/2 W'
5	4	5	W'	E'			
6	4	8					
7	1				1		
8	1						Lizard Nb E' 2 1/2
9	1	2					
10	1		ESE'				Exercised the Marines & fired —
11	5				0		
12							

Beatings Lizard Eb N° 4 Lea'

Bar 30.08
Ther 66
Sick 4
Water 39 1/2

1			Calm	0	B. H.	
2						
3	4	5	W'	N°	2	
4	7				4	Made Conroy close
5	7					Foggy
6	6		Wb N°	Nb E'		Thick Fog
7	2				2	Ships ahead to short sail, informed it to Cumberland with a gun — In 2. duff
8	3					Lost sight of all the Conroy
9	3	2				Found a Fog Gun.
10	3					Saw the Conroy.
11	2					
12	3					

74.3

H K F Course Wind Weather 15th July 1809 Spithead to Quebec

1	4		Wb N°	Nb E'	2	B. L	The 3 Conroy in Comp.
2	4	2					Made & shortened sail over
3	4						
4	3					B. C.	
5	4						
6	3	4					Out 2. duff
7	2	6					
8	2						
9	4	5			3		Exchanged numbers with Wm D. Jasper and spoke her — S. Arthur Wellesley in Spain the middle of June, no other news
10	4	6			2		Hauled up for a strong ship — made Conroy Sig. to continue it.
11	4	4					
12	4		WNW				
44.7							

Sounded at noon	Good	Latitude N	Longit. W.	Bar	Ther	Sick	Water
Cast 73 fms		49. 179. 0 to 51	Chor.	30.10	66	4	38 1/2
at the fireland	49. 28	Cast. at night 7. 37. an					
at the fireland							

1	2		WNW	Nb E'	2	B. C.	Single reefed S. Conroy G. 9. 1/2.
2	2						Boarded an American ship from Lisbon
3	2	4	W 3/4 N°		3	H.	Made sail —
4	4			Nb E'	3 1/2	H.	
5	5	3					
6	5	8				Foggy	
7	4		W 1/2 S°	N°		Th. Fog	
8	4	3	Wb N°	Nb W.	2 1/2	Drizzle	Hauled up ahead of our Conroy. In 2. duff.
9	5		Wb S°		3	Foggy	The Brown Transport not only sails the best but though duff goes to leeward faster than the Conroy.
10	4	2	Wb N°			H.	an immense mast ship quite out of the water.
11	3	6					
12	4	5					

Conroy in Co.

47

H K F Course Wind Weather 16th July 1809 Huskorp Blipom

1	3	2	Wb N°	N°	3 Dr. Fog	The 3 Conroy in Comp ^y S th up to S th W th and Tow sail —
2	3	2				
3	3	3				
4	3	4				
5	5	4				
6	6	3	4		3 1/2	
7	2	2	Wb S°			Edged down to the Brown
8	4	4				
9	3	6	W ^t	Nb W ^t	Heave of Drizzle.	
10	3				3	
11	3		Wb S°			
12	3	2	Wb S°	Nb W ^t		
42						

Var. W.	Latitude N.	Longit. W.	Bar.
Obs. 27-29. 9.00	48. 36 1/2	Ins ^t Obs ^t	9. 58. Chron ^t ins ^t
alt. 25.	48. 48	alt.	9. 56 alt.
	11 1/2 S° of alt.		

1	4	2	Wb S°	Nb W ^t	3	W ^t 1/2	Quinn
2	6				4		
3	6	2	Wb N°	N°			Clear Signals to make the Conroy keep in close order.
4	5	3		Nb E ^t		Foggy	
5	4	6		N°	2		
6	4	2		Nb W ^t		B. C.	
7	4	2		N°			Backed 8 1/2 S ^t S ^t clear
8	4	6					
9	3	6					
10	4	3			3		
11	4	2					
12	2	7					
54							

H K F Course Wind Weather 17th July 1809 Spithead to Quebec.

1	2	6	Wb N°	N°	1 1/2	B. C.	The 3 Conroy in company.
2	3	4			2		
3	3	4					
4	3	5					
5	3	6		Nb W ^t			A lakish looking ship (I think American) passed to leeward about 10. off - Having 8 W ^t with all sail set - I ought to have looked at him but I fell lazy.
6	3	5	N 1/2 S°	Nb W ^t			
7	4	2			3		Out 2 kips Set W ^t S ^t .
8	4	6					
9	6	2	Wb N°	Nb E ^t		Sq. 1/2	Up Conroy, In 9. S ^t and Exercised the Guns Ten and aft.
10	3			N°		B. C.	
11	2	4		Nb W ^t	2	Cl.	
12	2	-					Set Conroy & G. Hails.
42							

Var. W.	Latitude N.	Longit. W.	Bar.
alt. 25.	47. 54. Obs ^t	12. 12 Chron ^t	9. 58. Chron ^t ins ^t
	48. 0 alt.	12. 10 alt.	9. 56 alt.
	6 S° of alt.		

1	2		W 1/2 N°	Nb W ^t	2	Cl.	A big passed along way to wind?
2	2						
3	2						
4	2						
5	3	4	Wb S°	N°	3		
6	3	5					
7	3		SE ^t		4		Boarded an American from New York 20 hours
8	4	3	Nb W ^t	Nb E ^t			Down to the Brown made her set Studding S ^t and closed the Conroy, In 2. S ^t up S ^t .
9	4						
10	3	4					
11	3						
12	4	5					
39							

H. H. K. F. Course Wind weat. 5. 18. July 1809 H. H. K. F. Course Wind weat. 5. 19. July 1809

1	1 6 5	WNW ^t	NE ^t	5	cl. sh	S. th up S. - 7. 1. & 9. 1. The 3 Convoys
2	2 4 5					
3	3 6					
4	4 5					
5	5 6 4		ENE ^t			A large merchant ship passed 4 leagues to leeward
6	6 6 2					
7	7 7 2					
8	8 7 6	MW ^t		6		
9	9 7 5					
10	10 7 5					
11	11 7 6					
12	12 7 6					
13	79 6					

Latitude N. Longitude W. Bar 30.10
 47. 38 1/4 Obs.^t 15. 19 Chron.^t
 47. 47 Account 15. 5 Acc.^t
 11 1/2 of acc.^t 14. 1/2 of acc.^t
 S. 1. 1/2 of acc.^t

1	1 5	MW ^t	ENE ^t	5	cl.	
2	2 5 5					
3	3 5 4					
4	4 6					
5	5 6					
6	6 6 2		ENE ^t			
7	7 1					
8	8 6 4	ENE ^t				
9	9 6 2					
10	10 5 6					
11	11 5 2					
12	12 4 2	ENE ^t				
13	67.7					

H. H. K. F. Course Wind weat. 5. 19. July 1809 Spithead to Quebec.

1	1 3 6	NW ^t	SE ^t	4	cl. sh.	S. th up S. - 7. 1. & 9. 1. The 3 Convoys in Co.
2	2 6					
3	3 5					
4	4 3 6					
5	5 4 6					
6	6 4 5					
7	7 4 6					
8	8 2 4	MW ^t				
9	9 2	NW ^t	SE	3		
10	10 4 5	NW ^t				
11	11 4 5		SE ^t			
12	12 2	NW ^t				
13	49 3					

Latitude N. Longitude W. Bar: 30.10
 47. 59 Acc.^t 18. 6. Acc.^t
 No Observations
 S. 1. 1/2 of acc.^t

1	1 9 2	MW ^t	SE ^t	5	cl. c.	All sail set following Convoys S. down - 1/2 a Brig and ship NW ^t backed tow. us - (1) Brig evidently aimed and as evidently I think French, the ship I fancied to be an American prize to him - 2 1/4 his hull just rising, he backed from us - about 16 yards, masts taking very much, speaking in 1/2 of a dash. Yellow sides, red sails & masts. Had a crew - Had I heard him (my Convoys being out of sight of distance) there was no great chance of succeeding as I have no opinion of the sailing and I must have at once abandoned all thoughts of my Convoys - I can tell you - nor do I think there is much chance of his catching the English ship embarked at (11). As he had made head about 5 miles before we saw the British from our E. 1/2. They therefore did not probably see each other, and the former said he sailed, putting all - these off - The latter that were not scattered, & had a mass of blue with them - So that on the whole I thought it most prudent to stick to my Convoys
2	2 8					
3	3 7 5					
4	4 8 7					
5	5 8 7					
6	6 9 5					
7	7 8 5					
8	8 8					
9	9 7 6					
10	10 6 6					
11	11 6 6					
12	12 6 6					
13	95 5					

H K F Course Wind what? 4 20th July 1809 S N Sloop Blenheim

1	6	4	W. N. E.	5	cl. g.	The 3 Convoy in company
2	6	6	16 W.			7 th 1 st 5 th up S. 1 st 4 th —
3	7			5 th		
4	8					
5	8	5				
6	8	5		6		
7	8		SW			In 9 th tail — Behind I think coming to the W. and W.
8	7	5	W. N. W.	cl. th.		Made sig. to ship & W. — Set m. s. and Copp jack
9	7	5				
10	9			6 th		Up m. s. and Copp jack
11	7	7				
12	7	2				Down jib — Convoy at 5.
91	9					Head sail rising

Latitude N. Longitude W. Bar. 29.81
 47-16¹/₄ 07th 21-58. Chron.
 47-27 Aut. a 18th 22-37 a 18th
 11. 5th of aut. in 2 days 39 = 27th miles E. of aut. in 2 days

1	5	2	W. N. W.	SW	6 th cl. g.	35 th up S. — 7 th 1 st — The 3 Convoy in company
2	4					Violent head sea.
3	5					Up Tonsail —
4	5	2				
5	5			Dr.		How to. Made Convoy close. — Close up S. 1 st 3 rd up W. In flying jib boom & down jib.
6	1			7	H. R.	Set Tonsail —
7	4	3	SW	6	Dr	
8	3	3	W. N. W.	5	H. R.	
9	3	4	W. N. W.	SW		
10	4	2				
11	3			3		
12	1		ENE	no.	1	Convoy in company
44	6					

H K F Course Wind what? 21st July 1809 Spithead to Quebec.

1	6	ENE	no.	1	R. W.	The 3 Convoy in company — (1) Made sig.
2	1	6	W. S.	2	cl.	to haul on S. 1 st jib. — Won and cleared the
3	1	6	W. N. W.	W. N. E.		old bonnet by a miracle — up W.
4	3					
5	4			3	cl. c.	Set W. 1 st + 9 th
6	3	4			B. C.	
7	3	4		H.	Send W. S.	
8	3	4				Out all m. s. Set all sail to dry.
9	1		W.	1		
10	1	4	W. N. W.			A big S. no 7 th 8 th W.
11	2		W. S.	W. N. W.	2	
12	2	5	SW	W. N. W.	3	Convoy in company
27	9					

Latitude N. Longitude W. Bar. 29.81
 47-7th 07th 23-43
 47-15 Aut. a 18th 23-33
 8th 5th of aut. in 2 days 39 = 27th miles E. of aut. in 2 days

1	4	SW	W. N. W.	3	B. C.	Convoy in Co.
2	3	2	SW	W. N. W.		
3	3					I keep a point off the wind to let that
4	3	5	SW	W. N. W.	4	downwindly but the Breeze kept up, and that
5	3	4	SW	W. N. W.		you will not do.
6	4					
7	3		SW			Bore down and closed the Convoy.
8	3	2	SW	W. N. W.	5	In 1 st + 2 nd up S. —
9	1		SW	W. N. W.	2	
10	1	5	SW	W. N. W.		
11	3		SW	W. N. W.	4	
12	3				5	
35	8					

H. H. K. F. Course Wind Weather D. 24th July 1809 At 11 o'clock

1	1	1	W.S.	h.w.	6	h. 1/2	Set 7 th	The 3 Convey in temp. - 3 Clon in temp.
2	2	2	W.S.	h.w.				
3	3	2	W.S.		5			
4	4	2	W.S.					
5	5	2	W.S.					
6	7	3	W.S.					
7	8	3	W.S.					
8	9	3	W.S.					
9	10	3	W.S.					
10	12	1	W.S.	h.	2	cl.		Light winds with a painting sea.
11	31	1						

12	Var. W.	Latitude N.	Longit. W.	Bar.
	all?	45.29. ind. Obs.	26.24	
	30.	45.28. Auta 22 nd	26.36	

1	1	1	W.S.	h.	2	cl.	Up 1/2 yard, Out all nets
2	2	2	W.S.				
3	3	1	W.S.	h.	1		
4	4		W.S.		0		
5	5		W.S.				
6	6		W.S.				
7	7	5	W.S.	h.	1	cl.	Made h. to ten h.w. - but our fast
8	8	5	W.S.				wind soon left us
9	9	1	W.S.	h.w.	2	cl.	Making Signal
10	10	3	W.S.		3	cl.	
11	11	3					
12	12	3			4		Up 1/2 sail

H. K. F. Course Wind Weather D. 25th July 1809 Spithead to Lubeck.

1	3	Shew	h.w.	4	cl.	Don down to close the Convey - the 3 in 6 - 2 nd 8 th - 2 nd 8 th -
2	2	W.S.		3		Set 1/2 sail
3	3	W.S.	h.w.			
4	4	W.S.				
5	5	W.S.				
6	5	W.S.				
7	4	W.S.				
8	5	W.S.				
9	4	W.S.				
10	2	W.S.				
11	2	W.S.	h.w.	2		
12	2	W.S.				

Latitude N.	Bar.	Ther. { Shade . 70 Sea . 67.5
44.47 Obs.	27.9	Bar - 30.21
44.45 Auta to yesterday	27.14	Sick 6
		Water 33.5

1	2	W.S.	h.w.	2	cl.	A Point off the wind always for the
2	1	W.S.	h.w.			leewardly Breeze.
3	2	W.S.				North 1/2 Sail
4	2	W.S.		3		Closed the Convey and in 2 nd up at 7.
5	3	W.S.				
6	3	W.S.				
7	3	W.S.				
8	3	W.S.				
9	2	W.S.		2		
10	1	W.S.				
11	1	W.S.	h.w.			
12	2	W.S.	h.w.			

E H K F Course Wind Lat. 26th July 1809 HMSloop Blohorn

1	3	3	Shw ^t	M ^t	2	a.c.	The 3 Convoys in company
2	2	2					Dropped S. and G. H. H.
3	2						
4	2	6	hsh ^t	hms ^t			Set courses.
5	2	6					The same big topsail down ahead.
6	2	5					
7	2	2			P.C.		Up courses.
8	2	3					Mid the current E. 0.2 knots
9		4			1 B.C.		Caught a fine Gull 13 inches long
10		5					Set Tonsail -
11	1	5	Shw ^t	hsh ^t			Along hsh ^t hull
12	1	5					
23		6					

Latitude N. Longitude W.

44.. 0. Master's Obs. —
44.. 1 Acc. at 4.45 — 27.36

Bac. 30.27
Ther { Sh. 71
Sea. 68
Water 33
Sick 5

1	1	6	Shw ^t	hsh ^t	1 1/2	B.C.	
2	1	5					
3	2		Shw ^t	hsh ^t			
4	2	6	Sh	hsh ^t			
5	3		Shw ^t				
6	3						
7	1	4	hsh ^t	Shw ^t	1		
8	1	2					
9	1	2					
10	1	4	Sh ^t	hsh ^t			
11	1	3					
12	1	2	Shw ^t	hsh ^t			Convoy in company
21		4					

H K F Course Wind Lat. 27th July 1809 Spithead to Quebec

1	2		Shw ^t	hsh ^t	1	B.C.	Dropped S. — Convoy in company.
2	2						
3	2	5					
4	1	5					The same big about 6' ahead made all sail
5	2	5			1 1/2	B.C.	determined to speak her.
6	2	5					
7	2	5					
8	2		Shw ^t	hsh ^t			
9	2	5	Shw ^t	hsh ^t			
10	2						Ran ahead of him (without bringing him to a piece of
11							civility which astonishes an American) and dropped
12	2		hsh ^t	hsh ^t	2		the boat — as Amer. Ballast Cork to Petersburg.
24							

Variation W. Latitude N. Longit. W. Bac. 30.31
3 acc. Br. 26.28.38. 43.10. Master's Obs. —
3 acc. — 28.17. — — —
3 acc. am. 27.28.4. 43.19. Account at 25.27.52
3 acc. — 27.58. — — —
allowd to Br. 26.28. — — —
Ther { Sh. 71
Sea. 68
Water 32 1/2
Sick 4

1	1		Shw ^t	hsh ^t	2	B.C.	
2	1	5					
3	1	2					
4	1	6	h ^t	hsh ^t	1		
5		6					
6		6	hsh ^t	hsh ^t			Bore down to the Brown.
7	2		Shw ^t				In 2.45.
8	1	5	h ^t				
9	2		hsh ^t	hsh ^t	2		
10	2	4					
11	2	2					
12	2		hsh ^t				Convoy in Co.
18		6					

H.K.F. Course Wind Weather 28th July 1809 H.M.S. Blossom

1	2	5	WSW	W	1 1/2	B.C.	The 3 Convoys in Comp ^d - D th up S. W. 1/2 E.
2	2	4					
3	2	3			1	C.C.	
4	6		SW				A Brig astern - S. 42 - in S. 42 America 1/2
5	1	2					up 1/2 NW.
6	1	2				C.C.	Up Tonsail
7	1	2	SW	W		S.W. 1/2 E.	
8	1	2	SW	W		K.	a small brig passed along way to the ho ^d .
9	1		N.	W			
10	1						
11	1						
12	5					Calm 0	Two shergers in sight.
16	1						

Variation W Latitude N. Longitude W. Bar: 30.36
 all over 42.51.30 Observation 28.20. Ther: 71
 26 1/2. 43.0. Account 28.28.20. S.W. 1/2 E. 69
 Water 32.

1	1		N. 1/2 E.	WSW	1	C.C.	
2	1			W			
3	5		E.	N.	1	B.C.	Boarded the Swift of New Brunswick from Cork, captured on the 19 th at 5 pm. by the French Privateer (La Dame Enfant)
4	1		SW	W			that was passed - being in ballast they liberated him, offering him 1/2 a written oath to endeavor to procure the release of certain prisoners in England and promising him of a share of the prize and all his share there - They parted at 8 pm, and at 10 pm the morning he saw two English Convoys - and immediately gave the information to a privateer. - The Swift will not take instructions but wishes to be allowed to remain in company.
5	3		SW		2		(5) Saw a small looking brig coming down with much sail - a suspicious appearance - Found my Convoys to close - and after dark reached to cut him off - 9 th Boarded the brig from Newfoundland to Lisbon with 16 days sail.
6	2	5					10. Down down to Convoys.
7	4		SW	W	3		
8	3	5				K.	
9	2	5	WSW			K.	
10			WSW				
11	3	5	WSW				
12	1	5	WSW				
24	3						

H.K.F. Course Wind Weather 29th July 1809 Spithead to Quebec.

1	3		SW	W	3	B.C.	The 4 Convoys in Comp ^d - Single up S. 1/2 W.
2	3	5					
3	4	2				C.C.	
4	3	6					Thursail or Weather bow.
5	4						
6	5				4		Set M th .
7	5	6					
8	5	2					
9	2	7					All 3. Spaniards - Boarded two of them from Haonach to Cadix - saw nothing - knew nothing.
10							In 9 sails -
11	4				3		
12	3	5				B.C.	
46	3						

Latitude N. Longitude W. Bar - 30.32
 41.58 Mark's Obs. Ther: 71.5
 41.48 Account yesterday 29.1. Sea 68.5
 S.W. 1/2 E. 4
 Water 51 1/2

1	2	5	SW	W	3	B.C.	Convoys in Comp ^d - Single up S. 1/2 W. 1/2 E. & Driven
2	2	5				K.	
3	2	8	SW	W	4		
4	3	6	SW		5		
5	7		N.			B.C.	Along suspicious looking ship NW 1/2 W. Steady E. 1/2 N. Set M th 1/2 E. 1/2 W. - Saw her from the deck - made sailing
6	7	6	N. 1/2 E. 1/2 E				Sails square - Laid away to cut her off. - (5 th) She suddenly heeled away so as to back all her M th 1/2 E. 1/2 W. - then stood about NE 1/2 E. - (7 th) Sheard her English colors but she could not reply - carrying all her arms to get away - (7 th) Hoisted our ensign again and dropped a shot under her bow - She showed Portuguese - Clear for action - she had 11 ports - Hoisted a bluff forward and fired a long gun - she heeled up
7	8		SW				bulwarks & shot. - (8 th) Boarded her the Anguste a Pat. again from Brazil - 22 gun - 600 ton - a beautiful ship, and very appearance of a French Corvette. - 8 th Won her Convoys.
8	8	6	N. 1/2 E. 1/2 W				(9 th) Made their signal to come to land on S. Park.
9	2		WSW				
10	3	5					
11	4		SW	W			
12	4		SW	W			
58	1						

H K F Course Wind Weather O, 30th July 1809 H M S. Blossom

1	3	SW	W 5	B. h	The 4 Convoys in Comp. 4 th D. up - 7.5. 1st & 2 nd
2	4	2	WSW		
3	4		WSW		
4	5	3	5		
5	6	4	1		
6	7	4	4		
7	8	4	3		
8	9	4	3		
9	10	5	SW	5 1/2 Cl. h.	
10	11	5	5		
11	12	4	5		
12	4	9	4		

A small Brig (a merchant) on her way passed to leeward.

Made Aldborough's Sig. to make her sail. She will not carry her 9th E.

Latitude N.	Longitude W.	Bar.
41. 13. 30 - - - - -	29. 42	30. 12
41. 24 - - - - -	29. 51	30. 12
10. 12 - - - - -	6 - - - - -	31. 5

1	5	SW	W 5 1/2	Cl. h.	
2	4	2			
3	4	5			
4	4	2			
5	4	5			
6	4	9			
7	5	South			
8	2	5			
9	3	5	WSW	NNW	
10	3	4			
11	3	6	WSW	W	
12	3	6			
13	5	0			

Bore down to close convey made Sig. for her to come down in my wake. In 3rd up set M. S. -

Up M. S.

H K F Course Wind Weather O 31st July 1809 Spithead to Quebec.

1	3	3	WSW	W 6	B. P.	The 4 Convoys in. 3 rd up S. 7.5. 1st & 2 nd
2	3	3				
3	2	7	WSW	NNW		
4	5	6				
5	3	6	W	W 6	B. h	abrig passed to leeward.
6	2		WSW	W		Bore down ^{to 3rd up} set 4.5. 9.
7	3	6	WSW	W 6		In 4 th up Convoys spoke an American ship from Newfoundland to Cadix - no news - M. S. -
8	5	3	WSW			
9	5			WNE	Cl. h	Made Sig. to the M. S. to make her sail.
10	5	2				Saw the S. of Convoys & M. S. -
11	6		WSW	W 6		Made Sig. to set M. S. with a Gun, but they none of them obeyed -
12	6	5				Convoys & M. S. buried in clouds.
13	5	6				

Var. W.	Latitude N.	Longitude W.	Bearing	Bar.
all over 23°	40. 3 1/4 - Observation - 31. 10 1/2	31. 10 1/2	Corvo Island. S 5 W by Compass 21°	30. 12
	40. 17 - - - - -	31. 12		30. 12

1	4	5	WSW	W 6	Cl. h.	
2	4					
3	4	5				
4	5	2				
5	3		W			
6	3		WSW			
7	2		WSW			
8	1					
9	5		WSW			
10	4	4				
11	5	4	W 6	E 4		
12	5	4				
13	4	7				

Edged away and spoke a Spanish Brig from the Havannah - formerly an English brig - There were some handbills about her papers but I had not time to stop long ahead and a fair wind. -
(6) A brig sailed here at 4 heading to the S. E. or E. Each came running down under all sail - short tail & hauled up - around her Packet Private Signal. Spoke the Eliza from Rio Janeiro - dodged for 3 days to the West of Convoys by a Schooner Privateer - which he came down to tell us of. - A French ship on the Brazil Coast. - (8) Set Convoys E. 4th after the Convoys.

H K F Course Wind Weather 1st August 1809 UMS + Bloem

1	1	4	4	MNW	NNE	4	Cl. h	The 4 Convoz in comp ⁴ — Course E. 1/2 S
2	2	2	4			3		
3	3	2	4			2		
4	4	2	4					
5	5	2	—					
6	6	2	—	NNE			B. L	
7	7	2	—	MNW	NNE			
8	8	2	—	NNE				
9	9	2	—	MNW	NNE			
10	10	2	—					
11	11	1	5			1 1/2		
12	12	1	2					
13	13	2	3					

Latitude N. Longitude W.

40. 14. 40 out a 1/2. 32. 49.

Bar — 30. 19
Ther — 75
Wind — 14
Water — 30

1	1	2	2	MNW	NNE	1 1/2	B. L	
2	2	2	—	NNE				
3	3	3	—	MNW		2		
4	4	3	5					
5	5	3	6	MNW	NNE			
6	6	3	5	NNE				
7	7	2	8	NNE				
8	8	3	6	MNW	NNE			
9	9	2	5	MNW	NNE			
10	10	2	—					
11	11	2	—					
12	12	2	5					
13	13	4	—					

Exercised the Guns.

Set M^o sail
Spoke the Brown and cautioned her to be
careful of her water.

H K F Course Wind Weather 2nd August 1809 Spithead to Lubeck

1	3	—	MNW	NNE	2	B. L	Running ahead of the Convoz. 2 nd up S. and E. 1/2 S. &c.
2	2	6					
3	3	2					
4	4	1	NNE	NNE			Tried all the sails in hopes of seeing the Schooner (31 st ult.)
5	5	1			1	B. L.	Saw nothing made sail out 2 nd up
6	6	7	MNW				
7	7	5					
8	8	5					
9	9	—			0		Mind the Current NNE. 0.2 knots
10	10	—					
11	11	5					Set up Gallant Rigging.
12	12	5	MNW	NNE			
13	13	3					

Variation W. Latitude No. Longitude W. Bar ... 30. 27
Am. Azimuth 39. 58. 0. Obs. 33. 49.
25. 19. Account from 31st ult. 33. 45.
allows to Dir. 14 S. in 2 days.
22. 2. Sick ... 2.

1	1	—	MNW	NNE	1	B. L.	
2	2	1					
3	3	1					
4	4	1					
5	5	1	MNW	NNE			
6	6	1					
7	7	1	SW	MNW			
8	8	1	MNW				
9	9	1	NNE	NNE			
10	10	6	NNE	NNE			
11	11	—	NNE	NNE			
12	12	—					
13	13	10					

Tried on Land? Tack. — Made right Sig. to tack with 2 Guns. — Up M^o S. Hon to for Convoz

HKF Course Wind Lat. 43^d 1809 August M. Moor Blom.

1 uphne. 0th 1 D.C.
2 9 N6E: E nnnw
3 2 3 2
4 1 8 N6E: D.C.
5 2 N6W: WNW
6 1 2
7 1 2
8 1 2 N^o 0th 1
9 2 N6W:
10 2 5 2
11 2 N6W: WNW 3
12 2 N6W: WNW
19.1

9th 4 S. 1/4 S. - 4 Convey in Comp.
Tides set jib and Tonsail

In 9th

Sent the surgeon to visit Col. Young and some
sick soldiers in both transports.

Rounded up the B.B. and sheet (after pointed round)
then and cleared the tier

Latitude N. Longitude W.

40.8 - Observation - 33.53

40.6 - Au. a. 1st - 34.5

Of aut. - 12. E.

Bar: 30.20
Ther: 75
Sick: 70
Water: 24

1 2 5 N6W: WNW 3 B.C.
2 2 6
3 2 7
4 3 3
5 3 4
6 3 4
7 2 5 N6W: WNW
8 2 5
9 3 4 N6W:
10 3 5
11 2 9
12 1 N6W: WNW
35

Head Sill.

The brig (in 28th ult.) packed Co. ahead.

Paid down the cables.

In 2nd trip - Done jib & main set mst sail
Short heavy head sea.

Up mst sail

HKF Course Wind Lat. 44th August 1809. Spithead to Quebec.

1 3 N6W: WNW 5 P.C.
2 3 5
3 4 2
4 3 5 N6W: 3/4
5 3 5
6 3 2
7 3 5
8 3 4
9 3 4 N6W: WNW
10 3 9
11 3 5 N6W:
12 4 6 N^o W6N: 5/2
43.2

The 3 Convey in Company - S. 1/4 S. 1/4 S.
Set jib.

Down jib set main sail

Washy head sail - Pitching.

Latitude N.

41.15 - Observation - 34.58
41.11 - Au. a. 1st - 34.53

Bar: 29.97
Ther: 74
Sick: 73
Water: 28
Sick: 3

1 3 N^o WNW 5 P.H.
2 4 5 N6E: N6W: 3
3 2 N6E: N6W: 2 C.H.
4 1
5 Head to N.E. 1/2 S.
6 Head to N.E. 1/2 S.
7
8
9
10 5 N6W:
11 5
12 1 N6W:
12.5

A big NW. The shift I think.

Tell on S. Tack.

So heavy a confused Westby wind that
she would not show against it.
Made sig. to the NW 1/2 if wind permit.

H K F Course Wind Weather 5th August 1809 S. M. Hoop Steamer

1	1	1	6	NW	E ⁴	1	h. l.	The 3 Convoys in Comp ^y . 5 th Capt B. F. H.
2	2	—	—	—	—	0	—	—
3	3	—	—	—	—	—	h.	—
4	4	—	—	—	—	—	—	—
5	5	1	5	NW	E ⁴	1	—	Set G. Y.
6	6	1	5	—	—	—	h. l.	—
7	7	5	—	NW	WSW ⁴	2	—	Take aboard Tilled as L. P.
8	8	3	4	NW	WSW ⁴	4	h. l.	—
9	9	4	—	—	SW ⁴	—	—	9 to 11. While the Aldborough and we were lying nearly
10	10	1	5	NE	WSW ⁴	1	h. l.	beached, light air chiefly N. The Brown being NW. 2 miles
11	11	5	—	ENE	WSW ⁴	1	h. l.	got a strong E. breeze and at 10 the Caribbees the same
12	12	8	2	NW	ENE	6	cl.	sun's hull was at (11) when they brought to and then
13	13	28	7	—	—	—	—	ruined the vessel — This is one strong instance of the
14	14	—	—	—	—	—	—	wind beginning to blow. — In G. Y.
15	15	—	—	—	—	—	—	Heavy confused swell. up Toward

Latitude N. and Longitude W.

41. 41 - Observation - 35. 25

41. 37 - Acc^t. Yel^t. - 35. 36

Bar 29.95
Ther. { Made 73
Sea 74.5
Water 28
Sick. 5

1	1	8	—	NW	ENE ⁴	6	—	—
2	2	8	2	—	—	—	h.	—
3	3	8	—	—	—	—	cl. L	Set W. and Jib.
4	4	8	5	—	—	—	—	—
5	5	8	3	—	—	—	—	—
6	6	8	—	—	—	—	P. L.	—
7	7	7	5	—	—	5	—	Made Brown's signal 3 times before I could
8	8	7	4	—	—	—	—	make him set Mad Sails.
9	9	6	8	—	—	—	Sud W.	—
10	10	6	2	—	—	—	—	—
11	11	5	8	—	—	—	—	—
12	12	4	6	—	—	4	—	—
13	13	8	3	—	—	—	—	—

H K F Course Wind Weather 6th August 1809 Spithead to Quiberon

1	4	—	—	NW	W ⁴	3	P. h.	The 3 Convoys in Comp ^y . 5 th Capt B. F. H.
2	3	6	—	—	—	—	—	—
3	3	2	—	—	—	—	—	—
4	2	9	—	—	—	2	—	—
5	2	—	—	—	—	—	B. L.	—
6	1	5	—	—	—	—	—	Out all reefs set all Sails to dry.
7	1	—	—	—	—	1	—	—
8	—	—	—	Head	0	—	—	—
9	1	—	—	Head	0	—	—	—
10	1	—	—	Head	0	—	—	—
11	1	5	—	—	NE	—	—	Performed Divine Service.
12	1	5	—	NW	W	—	—	—
13	23	2	—	—	—	—	NE Swell.	—

Latitude N.

Longitude W.

Bar: — 29.98

41. 59. 10 - Observatⁿ — 37. 34

42. 13 - Account Yel^t. — 37. 46

14 5th of Account. — 12 = 8. E.

Ther. { Made 73
Sea 74.5
Water — 27 1/2
Sick. — 5

1	1	—	—	NW	W	1	B. L.	Set about to Aldborough with some rain
2	2	3	—	—	SW	2	—	to W. (Colonel) Young.
3	3	2	—	—	—	3	—	—
4	4	5	—	—	SW	—	—	—
5	3	5	—	—	—	—	—	—
6	3	4	—	—	SW	4	—	—
7	1	5	—	NE	W	—	cl. c	Bow down to the Brown
8	4	2	—	NW	W	5	cl. h.	In 1 st and 2 nd m ^{ts} S. Set m ^{ts} .
9	4	—	—	—	—	—	—	—
10	3	5	—	NW	W	—	—	up m ^{ts} sail.
11	4	8	—	SW	W	—	—	—
12	3	6	—	NW	W	—	—	—
13	42	5	—	—	—	—	—	—

H K F Course Wind Heat. D 7th August 1809. H M Ship Sloper

1	4	2	NE	W N	4	B.C.	The 3 Convoys in Comp ^t - D th up 7 th & 1 st
2	2	3				a. 1/2	
3	3	2					Bow down to the Brown.
4	4	5	NE		5	a. 1	
5	3	5	NE				
6	3	4	NE	W N	6	a.	
7	4	8	NE	W N	3	-	Mr. S. to the Mast to wait for Convoys.
8	4	2	W				
9	4	3	W N	NE	4		
10	3	5			6		Made Brown sig. to make men hail.
11	4	8	NE	E	5		Repeated D th - the other 7 th & 1 st -
12	3	6			5	a. h.	Made her sig. to set Mad 2 nd - the 1 st out a reef
	42	8					Hon to, made her sig. to come within hail, and gave
							the Master an objection for being so tardy -

Latitude N Longitude W.

42. 51... Acc. w. 42. 38... 38. 50.

Bar. { 3 am 29.74
noon 29.90
Ther. { shade 69.5
sea 72.5
Water - 27.5
Ice 5

1	3	7	W N	NE	5	a. 1	At noon Bow up keeping within hail of Brown.
2	3	8		NE	4		who at last set her Mad 2 nd .
3	4	4					Made Convoys sig. to alter the course 1 Point
4	4		W N	NE			to Port - so that they might still keep their Mad 2 nd .
5	4	8				P. C.	
6	5	2					Made Convoys sig. to carry a light
7	4						Bow up to a Manoe - Observed the Baltic American
8	4	5	W N	NE			Ship from Norfolk to Liverpool - 10 am &c.
9	-	-	up	SE			Made sail after Convoys, their light in sight
10	6	2	W N				
11	5	5		NE			
12	4	4					Convoys in sight
	50						

H K F Course Wind Heat. D 8th August 1809 Spithead to Looe.

1	4	6	W N	NE	3 1/2	P. C.	The 3 Convoys in Comp ^t D th up 7 th & 1 st Convoys
2	4	8					
3	4	2					
4	3				3	B. C.	
5	2	2			2		
6	2	7		ENE			
7	3	5			2 1/2		
8	3		W N			a. c.	Set Mad 2 nd 1/2 Ton and aft to dry.
9	3						
10	3						
11	3						
12	3						
	40						Much seaweed passed by.

Variation W.

Latitude N.

Longitude W.

Baromet. 30.03

Baromet. 30.03

Obs. { 3 as. 26.14
2.5 { 3 as. 26.34
all over 24.5

42. 33 3/5 - Observation - 40. 9
42. 55 - Account a 6th - 40. 49
22 S. - in two days - 40 = 29

153 E. 36' in 2 days
Or 3/4 p. home

Ther. { shade 71.5
sea 74
Water 27
Ice 7

1	3	2	W N	NE	2 1/2	a. c.	NE 1 mile.
2	3	5					
3	4			E	3	P. C.	Tried all the small sails
4	4						
5	4					B. C.	Set G. Hails
6	3						
7	3	9					Made Aldbourn's shorter sail, with a Gun
8	3	8		ES			Obliged to let out 2 nd up & set G. Mad 2 nd The
9	3	8					Ship sails dreadfully ill, but as we are
10	4	2					past any cruising ground, I don't like
11	4	7					spoiling my Casks with salt water.
12	4	2					
	46	3					Heavy Sails & H. - edging deeply

H K I Course Wind Weather 8 9th August 1809 Wm Hoop Bloper

1 3 5	NW	ESE	3 P.C.	The 3 Convoy in Comp ^d Single reefed S. 95°
2 4				75° & 95° S. 95°
3 4 3				Ship rolling very deep in this tide hee swell.
4 4 2		SE E		
5 4				
6 3 5		SE		Hauled to the no. 3 to look at a heavy sail
7 3 5	NNW			
8 3 7		SE 10		
9 4				Stranger a small ship - Royal 4 th - appar. Ameri ^c
10 4 5	NNW		cl. c.	on St. Jack - Hauled back to Convoy & made to
11 4 6				to show NNW
12 5	NNW	S	4	In 95° S. and 95° S. 100°
48.8				

Var. W.	Latitude N.	Longitude W.	Bar.
all over	43-17	42-20	30.13
25°	43-4	42-11	
Secondary that the current should be NW. new & SE. 4 th 1/2. & against this heavy NW 2 nd tick 9 = 6.			

1 5 6	NNW	S	4	Dr. 95°
2 7			5	
3 4		SE		120
4 4	NNW		5 1/2	cl.
5 9 2				
6 9 6			6	cl. c.
7 9 8				
8 9				
9 7 1			5	
10 8 2				
11 7 2				
12 6 9				
87.6				

Brought to and sent aboard on board the
 Aldborough with letters for the Admiral at
 Halifax - for fear that we should part in
 the fog on the Bank.
 A small sail ahead.
 Made Cumberland Shorten sail
 In 2nd reef.

H K I Course Wind Weather 4 10th August 1809 Spithead to Zumbre

1 7 2	NNW	SE	5	cl.	The 3 Convoy in Comp ^d S. 75°
2 7					and 100° - Left NE swell.
3 4 2			3		
4 4 2					
5 3 5		ESE	2	sh.	
6 4	NNW		4	sh.	
7 2 5		SE to NE	2	very	Made the Convoy close
8 2			1	H.R.	
9			0		
10		Calm			120 fms
11 2 6		ESE to	2	cl.	Toward the ship head clear of the Brown.
12 3 2		ESE			
		NNW		C.D.	
40.4					Small bunches of seaweed

Var. Wind	Latitude N.	Longitude W.	Bar.
22° W.	43-45 1/2	45-7	30.08
	43-47	45-12	
Sea 76 Water 26 1/2 Tide 5			

1 2 5	NNW	NE	2	P.C.	Dried all the sails. Out all night
2 1 5		you	1		
3 1 5	NNW	NNW			
4 3	WS	NNW	3		
5 4					
6 4					
7 3 5	SE 1/2 E				Bow down to the Brown. 8 miles SE 1/2 E.
8 2 5	WS		2		In 1 st and 2 nd reef.
9 1 3			1		
10 1	WS				
11 1 7	SW	NNW			
12 1 8					
28.3					

H K F Course Wind Weat. ♀ August 11th 1809 to m. Slope Blohom

1	2	SW ^t	h h h ^t	1 1/2 B.C.	The 3 Convoys in Comp. - D. m. up to
2	2				
3	2				
4	1 8				
5	1 5				
6	8	SW ^t	gale	W ^t	Tides on S ^t East
7	2	h h h	SW ^t		
8	1 7	h h ^t	West ^t	1	
9	1 4	h h ^t			
10	1	h 1/2 h ^t			up Convoys -
11	5				Sent people to swim in water sail.
12	5				240 fms. Found the current found none
17	2				

Var.	Latitude N.	Longitude W.	Current.	Bar. 30.13
allowed	43.38 1/2	Obs ^t - 45.3	although none appeared by boat rode by 240 fms to a	Ther { Sea - 79
19 th	43.25	Obs ^t - 45.41	Back got by Obs ^t + Chm.	Ther { Shade 79
Obs ^t but suspected of not being correct 24.50.	13 1/2 N.	38' = 28'	Long it if has been in 24 hours N 65° E. 31 miles	Water . . 20
				Lick . . 4.

1			0 B.C.	
2				
3	1	h h W	h h N ^t	1
4	1			
5	2	ENE ^t		2 1/2 h
6	1	h ^t	1 B.C.	
7	5	SW ^t	h h E ^t	
8	1	h h E ^t	h h W	
9	1	h ^t	West ^t	
10	1			
11	1			
12				
9.5				

Put on head tow? the Brown
A large ship (no poles) W^t W^t paper
to the SE^t

H K F Course Wind Weat. ♀ August 12th 1809 Spithead to Dumb

1	8	h h E ^t	SW ^t	1 B.C.	The 3 Convoys in Comp. - D. m. up to
2	1	N ^t			
3	1	h h E ^t			
4					
5					
6	1 5	SW ^t	h h W	1	Camberland h h E ^t 6.
7	1 6	SW ^t	h h N ^t		
8	1 5				
9	2	h h W		2 B.C.	Hauled up the SW ^t call to point, lark and clear the Ties -
10	2 2	h h W ^t			
11	2 5	h h E ^t			
12	3 2			3	Two sharp sail W ^t h ^t .
16	1				

Variation W.	Latitude N.	Longitude W.	Current.	Bar. 30.08
Obs ^t 11. pm.	44.4 1/2	Obs ^t - 44.35	N 76° E ^t	Ther { Sea . . 76.5
20.43	43.57	Obs ^t - 45.16	30 miles.	Ther { Shade 76.5
allowed 19 th 19.	7 1/2 - N ^t	41' = 29.5' E ^t		Water 25.5
				Lick . . 5

1	3 2	h h W ^t h ^t	h ^t	3	Out 2 nd mfr.
2	3 2	SW ^t		4	Jacked tow? one of the Spangers who asked his cousin towards us voluntarily, then
3	1 7	h h W ^t			American gentry are much more civil than formerly. - Boarded the Rising Lake from Charleston - no news - made sail
4	3 2	h h E ^t			Tied and brought to and boarded the
5					Gen ^l Guen from Baltimore - no papers the sulky began, detained him 1 1/2 hours murthering his men to - made sail
6	6	N ^t			7 1/4 short ³ sail ahead of Convoys - and?
7	5	h h W ^t			astern 5.
8	4	SW ^t	h h W ^t		
9	2 6	SW ^t			
10	2 6	SW ^t			
11	3				
12	3 5				
39					Cumberland just in sight

H.K.F. Course Wind Weather 0 13th August 1809 Wm. Robinson

1 2 6	NW ^t	WSW	4	Cl. h.	The 3 Convoys in company - 5 th up. 7 th Jib
2 3 2					
3 3 2	WNW	WSW	5	H.R. 1/2	Down h ^o & down
4 2 8				R. Fog	
5 3	NW ^t	WSW	6	—	Taken aboard, Tilled on L ^o I ^o again. Made Convo
6 2 5	EN ^o	NE	—	—	Fog sig ^t to back, backed & hove to - made Convo
7 3 7	WNW	NE	6	—	sig ^t to close - Down up made sig ^t to star
8 6 5	WNW 1/2 W	ENE	—	Cl. H	W ^o N ^o —
9 5					Made Aldborough's sig ^t to come into my
10 4 5				Cl. C.	Wake before I could get hove to close
11 6	NE	—	8	—	(7) made Down h ^o h ^o 25 th
12 6	ENE	—	4	B.P. h	Set all sails to dry, out all up
49 5					

Var. W ^t	Latitude N.	Longitude W.	Current	Bar. 29.98
Allowed	44. 42 1/2 (true)	Obs ^t 46. 6.	NE 1/4	20 - 5 am. — 91
18°	44. 35	Acc ^t 46. 15	miles	Ther { shade 66
For little Var ^t allowed - more	7' N. & acc ^t	9 = 6 1/2 E ^t	ENE	Water ... 25
could have made current 2 NE ^t				Sick ... 5

1 4	WNW ^t	ENE	3	B.C.	
2 4					
3 4					
4 4					
5 4 2		NE ^t			
6 4 5					Handed the small sail. In 2 nd up.
7 2		EN ^o			Spoke all the Convoys and gave them directions
8 1 5	WNW				respecting their positions in case of
9 2 4	WNW 1/2 W				parting in the bank fog.
10 3 2			2		
11 3		ENE ^t			
12 3 5					
43 5					

H.K.F. Course Wind Weather 14th August 1809. Spithead to Quebec

1 3 6	WNW	ENE	2	B.C.	The 3 Convoys in comp ^t 5 th up. 8 th H ^o .
2 3 5					
3 3 8		EN ^t			
4 4 2					
5 3 2					
6 3					
7 2 3					The small brig W ^t & NW ^t made all sail
8 3	WNW				towards the main & both on L. Tack.
9 3	N 1/2 E				
10 2 5		NE ^t	1 1/2		
11 2 5	WNW				
12 1		ENE			120 f ^t Boarded the Amer ^t brig Nancy from
35 6					Salem to Fanninga - Is for a prescribed port
					Hauled tow ^t Convoys NW. hauled hull down

Variation W ^t	Latitude N.	Longitude W.	Bar. ... 30.03
Obs ^t { true 25. 57. 9.	44. 29 3/4 - Obs ^t -	47. 53	Ther { shade 66.5
2° - 0° amp. 25. 49 v. 9.			Sea 69.
am again - 26. 13. v. 9.	44. 33. - Acc ^t 47. 51		Water ... 24 1/2
allowed (true) 24°			Sick ... 5

1 3	WNW	ENE	1 1/2	B.C.	
2 3 5			2		
3 3 2					
4 3 5		NE ^t			
5 3 8					
6 4 6	WNW	ENE			Shortened S ^t to 8' & 9' 1/2 In 1 st up. Hove to
7 1 5				120 f ^t	for Brown.
8 7	WNW				
9 3 5	WNW				
10 3 2					
11 3 6					
12 3					
36 4					

H K F Course Wind Locat: 15th August 1809 Under Blosom

1	2	7	WNW	ENE ⁴	1 1/2 B.C.	The 3 Convoys in Comp. Single up, 9.4.5.11
2	2	6				
3	1	6		Et	1	
4	2					
5	2	4			1 1/2	
6	2	7				
7	2	7		ENE ⁴	2	Water a milky blue, not green at all. Sounded, but caught no Cod.
8	3					
9	3	2		ESE		
10	3	6				
11	4				2 1/2	
12	4	2		SESE ⁴		
34.7						

Variation W. ⁴	Latitude N.	Longitude W. ⁴	Bar: - 30.00
Obs. P.M. 25 1/4.	44.32.33	Obs. 49.37.	Ther: { Sea 66.5
Altitud 22 1/2	44.33.	Alt. 49.32.	Ther: { Sea 65.5
			Ther: { Air 4
			Water - 24

1	4	4	WNW	SESE 2 1/2 B.C.		
2	4	3				Saw 4 Schooners at 7 on the back.
3	4	2				
4	3	6				
5	3	5				
6	3	4		SESE ⁴		Hove to, the people caught about 30 Codfish
7			up SW		36 fms Shallow ground	
8					38 fms	(7 1/2) The Brown for whom we had hoped
9	4		WNW 1/2 W. SE ⁴		Down up Single up 8.4.5.11	thought proper to hove to and send about
10	4				In 2 fms.	on board the back, made his sig. to haul up
11	4	8				the mment she had hauled up, with a gun
12	4	5			4.	Her powder boat was down repeated it with
40.7						

H K F Course Wind Locat: 16th August 1809 Spithead to Quebec

1	4	5	WNW 1/2 W	SE ⁴	4 H. Tog.	The 3 Convoys were in Comp. before the Tog commenced and last seen at midnight - Small on 1/4. Cond. on board
2	4	7				Kind a Tog Gun
3	4	5		NE	Thick Tog	
4	4					Kind a Tog Gun
5	3					
6	1	5		S ⁴		Tog Gun
7					0	
8						Tog Gun Caught several Cod. The sea has
9	8		M ⁴	WNW ⁴	1	a bluish milky hue, but not
10	1		WNW	SWW		so much as yesterday.
11	1	6	WNW	SW		
12	2					Tog Gun
27.6						

Latitude N.	Longitude W.	Bar: - 29.93
44.28 - Alt. 4.5.11	51.12.	Ther: { Sea 68.5
On Chron	51.26	Water - 23 1/2
On Lunars	51.36.	Sick 4

1	3		WNW 1/2 W. S. 1/2 W. 2	Tog.	Saw the Convoys for a few minutes.
2	3	4			Spoke an American Schooner at 7 fishing he
3	3	5			did not seem either to speak or comprehend
4	2	6			English.
5	2				Tog Gun
6	2	5	NE ⁴		Hay (5) Saw the Convoys Bore down and closed them.
7			up W. 1/2 N.		Brought the Masters of the Aldboro' & Orson
8					on board, read a paper lecture to the latter for
9	3	2	WNW ⁴		his conduct last evening - and gave them both
10	3				their final orders. - Tiller -
11	3				
12	3				
29.2					

H.K.F. Course Wind Weather 4. 17th August 1809 H.M.S. ⁴ Blossom.

1 4 -	WNW ^t	SSW ^t	2 ¹ / ₂ ft. B.	The 3 Convoys in Comp. 2 nd reef & 9 th f.
2 3 5				
3 3 .				
4 2 6				
5 2 5				
6 2 8	SW ^t			
7 3 5		Cl. D ^t	52 fms grey coarse sand	
8 2 8				
9 3 4	so	H. R.		
10 3 4	SE ^t	—		
11 4 .		—		
12 3 4		Cl. 7 th H. R.	57 fms Grey coarse sand.	
39				

Var. Allow

20° W^t

Latitude N

Longitude W.

Current

Barom. 29.92

44 .. 48 .. 22 - Obs. - 53 .. 15 .. Ind. -

in 2 days

Ther. { Shade 72

44 .. 30 - Acc. 15th - 52 .. 48 ..

SW^t

Sea 68.5

18th S^t

27 = 19

27^t

Water - 28.5

Sick - 5.

H.K.F. Course Wind Weather 0. 18th August 1809 Spithead to Quiberon

1 1 4	WNW	SW ^t	3	Fog.	Nothing in sight. 2 nd reef 8 th f. & 9 th f. -
2 3 8	WNW	SW ^t	4	Fog clear.	
3 5 8		so			
4 7 .		SE ^t	5		Cleared away 1 sail in sight
5 3 .		so			
6 . 5	W ^t	SSW ^t	4	90 fms	How to, made Brown's lig. to hale -
7 9 5	WNW		5	0. H.	Desired huts proved to be Halifax and told her
8 9 .					on long. H. - Aldboro' W. 6' - Cumberland not
9 9 2					in sight. (5 th) kept away for Quiberon Oct 2 nd m. H.
10 9 6		SE ^t 5 th			Set W. S. W. 4 th & 9 th f. 2 nd f. Coasts. S. 4 th f. H.
11 9 8					Lost sight of Aldboro' & Brown foggy horizon.
12 8 6	SW ^t				In G. H. 2 nd f.
81					33 fms rocks & stones.

Variation W.

Latitude N.

Longitude W.

Current

Bar. 29.84

Obs. an amp.

45 .. 27 - Bar Obs. in fog. - 56 .. 5.

WN^t

Shade 68

23.0.

45 .. 19 - Acc. 15th - 55 .. 51

13.

Sea 66.5

allow Bin. Comp.

18.0

14. = 10

Water - 23.

Sick - 4.

1 6 .	WNW	SW ^t 5 th	Fog.	Fog suddenly cleared away - saw the Cumberland
2 6 .		SW ^t 5	Cl. H.	on the bow - edged down to her.
3 7 .	WNW		B. C.	
4 7 4				
5 7 2				
6 3 8		SW ^t 5 th	35 fms	Boarded the from Quiberon to Dublin with
7 8 5	WNW		6	timber parted from the Coquette's Convoys - saw
8 8 5			6 th	it was but too days since he had the H. Cape
9 8 .				nothing could be made out respecting his long.
10 8 .	WNW			or bearings. - Several sail passed - with
11 8 2				English Colours flying. - In 2 nd reef
12 8 .				(9) In 8 th f. & 9 th f. 2 nd f.
80 6				In Orion

At 8th pm. Latitude by 2 byracs 46 .. 1st N.

1 3 6	WNW ^t	0 th	2 ¹ / ₂ ft.	
2 4 .	SSW ^t	3	Fog ^t	Fog coming on spoke the Aldborough and desired
3 4 .			Ther. fog	him to make the best of his way to Halifax, We are
4 3 6			Fog clear	to near our place of separation that it might be off
5 3 4				when there, and nothing able to part, they would be
6 3 6	WNW		Fog clear	as or we should carry them out of the way - The fog
7 3 .	WNW	WNW ^t		came on too suddenly & I lost the Orion
8 2 -	WNW			55 fms black & grey sand
9 2 5	WNW	SWW		Fog clear
10 3 .				Fog clear
11 2 5	SW ^t			
12 2				Fog clear Nothing in sight
37.2				

H K F Course Wind Heat. *h. 19th August 1809* *S. M. S. Bloppom*

1	5	knw	ms. 5 1/2	Get Lenny in Comp? - up Mt. - Set it.
2	3		sw 4	
3	1 8	W. knw		Take slack Tilled on S. Tack. Set down
4	1 4	ms. N. knw		
5	1 6			
6	1 2		3	cl. L
7	1 8			
8	2			Set G.ails
9	2			
10	1 7	knw with 26 E	2	
11	1 7			
12	1 5			
25.1				95 fms
				gumbling sea.
				The sea a dark Sap Green Color, thougt or no back today.

Varial. W	Latitude N	Longitude W.	
Altitude Bin:	46° 12½	Observation	Barom 29.90
18°	46° 11 -	Alt. 4. 2. 4 -	Thermos. { Lk. 64
		58. 35	Sea 65.5
		58. 15	Sick 4
			Water 22½

1	3	5	N. N.°	N.°	3	d. l.	Edged down to close the Cumberland.
2	3	5	N.°	N. 6 N.°			
3	3	6					
4	3	7					In G. Hails.
5	3	5	N. 2 10		4		
6	3	5	N. N. W. N.°			d. l.	
7	3	5	N. W. S. W. N. 6 E				Island to be seen at Sunset.
8	2	5	N. W.	N. N. E. 3			
9	1	8	N. W. 2 N.°		2		
10	1	5					
11	1	5					
12	1	8	N. W. N.				

34

H. Sounded 53 fms rocks. Made Sig. to Tank with a gun but (unk.?) stood on.

H K F Course Wind Weather O. 20th August 1809 Spithead to Quebec.

1	2	ESE ^t	NE!	2	D.H.	Don't imp. courses, No, let off! — Cambrian
2	2	5				standing in shore or S.F. ^e (1) lost sight of her
3	2	—	SE ^t	ENE		(2) sounded 42 fms coarse sand.
4	2	5		EN ^N	K.	(3) — 23 fms rocks. Lost a reef.
5	3	8	N ^o	EN ^N	3	(4) — 30 fms rocks — Latitude by Spic. Vis: 45.57.
6	4	.		E ^t	4	CL.C. (5) Lowland NW N ^o . (Scatain I.)
7	4	2	NW ^t			Let her V ^s and under tow? (amb?)
8	5	.	NW ^N		5	CL.C. I lost my book of Land view on board — Let? the boat hit
9	3	.	NW ^N			it vain. (9) Sound? 29 fms rocks Scatain I. NW ^N — Cape
10	2	.	NW ^N	EW ^N	CL.L	Moria NW ^N — about 14 miles (Var. 19°) — In NW ^N &
11	3	8	N ^o		CL. fgs.	up course for Cambridge.
12	3	5		E ^t	H.	Saw the land as far as NW ^N .
			ESE ^t		CL.L.	Sound? 145 fms fine sand.

43, 3. Amooa Cape Moien S.W. 17.6, chart S 29.° W. - No Obs.ⁿ

By working back from Cape Beary at 9 am, and Lat. at 4. (which agree) to midnight it appears that when we tacked Scatai I bore W 2 N by Ch^t 15 miles. The ledge of rocks which lies outside this (see above) with 23 fms on it, while there is 54 inside according to the reconnoiter, there is nothing like it mentioned in either Wright's or Holland's charts.

Bar.	—	29.82
Ther.	Sh.	— 65.5
	Sea	— 65.5
Water	—	22
Sick.		4

1	5	2	N ^o	E ^t	5	A.H.	Cumberland almost up bet N.S. ^c
2	7	4			6	Foggy	Bent the Down cables
3	7		N ¹ / ₂ E ^t			Fog.	
4	7	6					
5	7	8					
6	8	2					
7	8	5	N 6 E ^t		7		In 2.4 mps
8	5		N 11 E ¹ / ₂ E ^t		6		(¹ / ₂ 60 fm) By the course we are now 11 ¹ / ₂ E ^t of T. Panted I - but it cleared away a little and exposed our selves just stung for the I. ² and within 1 ¹ / ₂ miles of it - Had it continued thick I should have been sure right upon it, or if we had continued the N ¹ / ₂ E course we might have passed to leeward, not seen it, and imagining we were to the E ^t have struck it the Bird I. ¹ either way a very providential escape
9	5	2	9		5	Key.	
10	5					A.H.	
11	2	5	N ^o				
12	2	6					
72	-						Compared the compass (8 pm) found that the 1 st the last compass then was 5 ¹ / ₂ E ^t less than 1 st the 1 st compass. that there was 2 ¹ / ₂ more, which explains the error even in our course.

HKF Course Wind What 8 August 23rd 1809 HMS. Bloem

1	16	hNE ¹	hW ¹	6 ¹ B.C.	Close up'd 7 th Mig. 8 th 3 rd up M.D. & Course
2	17				
3	18	hEON ¹	hW ¹		
4	17	hE ¹	hW ¹		
5	19				
6	2	hE ¹ E ¹			
7	28				
8	14	hW ¹ hW ¹	W ¹		
9	2			80 ¹ pm	Left Sea. Saw the land hW ¹ W ¹ .
10	21	W ¹ E ¹	hW ¹		Let his and up'd Drive -
11	34			6	Aschoon to leeward
12	4				
27.6					

Var. W. Latitude N. Longitude W. Bar: 29.90
 3rd Aug. 1809 - 48.25.23 - Observed - 63.23 I am astonished that
 18th Aug. 1809 - 48.24 - Aug. 1809 - 63.17 in fact no outlet from this
 25th Aug. 1809 - 48.24 - Aug. 1809 - 63.17 great river on the contrary
 26th Aug. 1809 - 48.24 - Aug. 1809 - 63.17 we rather find an indubitable.
 27th Aug. 1809 - 48.24 - Aug. 1809 - 63.17 Suck - 3
 28th Aug. 1809 - 48.24 - Aug. 1809 - 63.17 Water - 21

1	28	hW ¹	hW ¹	5 B.C.	
2	25			4	At Out 4 th + 3 rd up's up 8 th 9 th 10 th 11 th 12 th
3	26	hW ¹	hW ¹		
4	16	hW ¹	hW ¹	2	
5		Head E ¹		0	Caught several markant while there was a breeze and now in 55 th pm Bonaventura S. 1275 th W. (mer.) caught a great number of cod, smaller than those on the new bark but much finer - but Amer. Schooners were fishing here out 2 nd up's
6					
7					
8	8	hE ¹	hE ¹	1	
9	22			2	(8) Made all sail
10	35				
11	4			3	
12	55				
25.5					

HKF Course Wind What 9 August 24th 1809 HMS. Bloem

1	68	hE ¹	hW ¹	4 B.C.	Land in sight All sail set except 1 up
2	66				
3	63	hW ¹			
4	56	hW ¹	hW ¹		In Sud Hails
5	28	hW ¹	hW ¹		Cape Bonin on the quarter Anticosti ahead.
6	3				
7	2			3	
8	26			2 ¹	
9	42	hE ¹	hW ¹	3	
10	45			5	In 9 th and 2 nd up - Ship very light & crack.
11	56	hE ¹		6 ¹	
12	5			5	At Set 9 th Hail
55					

Var. W. Latitude N. Comp. Bearings in R. S. Lawrence Bar: 29.81
 22nd Aug. 1809 - 49.22.28 - 3rd H¹ W¹ anticosti { hE¹ - 48.5th
 23rd Aug. 1809 - 49.22.28 - 3rd H¹ W¹ anticosti { hW¹ W¹ - 48.5th
 24th Aug. 1809 - 49.22.28 - 3rd H¹ W¹ anticosti { hW¹ W¹ - 48.5th
 25th Aug. 1809 - 49.22.28 - 3rd H¹ W¹ anticosti { hW¹ W¹ - 48.5th
 26th Aug. 1809 - 49.22.28 - 3rd H¹ W¹ anticosti { hW¹ W¹ - 48.5th
 27th Aug. 1809 - 49.22.28 - 3rd H¹ W¹ anticosti { hW¹ W¹ - 48.5th
 28th Aug. 1809 - 49.22.28 - 3rd H¹ W¹ anticosti { hW¹ W¹ - 48.5th
 29th Aug. 1809 - 49.22.28 - 3rd H¹ W¹ anticosti { hW¹ W¹ - 48.5th
 30th Aug. 1809 - 49.22.28 - 3rd H¹ W¹ anticosti { hW¹ W¹ - 48.5th

1	32	hW ¹	hW ¹	5 B.C.	In 9 th Hails
2	33			6	
3	33				Set 9 th Hails - An English brig passed to wind?
4	35			5	or L.I.K.
5	4	hW ¹	hW ¹		
6	4				
7	25	hE ¹	hW ¹	4	At off the Main
8	62				
9	45				
10	37	hE ¹			At and bon away up the river -
11	74	hW ¹	hE ¹	5	
12	74		ENE ¹		Land in sight on both sides.
56					

H	K	F	Courses	Winds	Weather	25 th August 1809	W. M. S. Blofom
1	1	6	5	MMt	ENE	5 B.C.	Discovered S. of G. L. etc. Land in sight to the S.
2	2	6	5				
3	3	7					
4	4	5		W. M. S.	Et	4	Out 2 nd reef set S. W. 1 st
5	5	5					The brig (not?) ashore conserved down
6	6	4	7	Wt		3	Made all sail, hauling in towards the land
7	7	4	5			2½	which is now about 5 h. off
8	8	4	8	W 1/2 S			
9	9	4	5				
10	10	5					
11	11	4	8			3	The brig being so
12	12	4	9	W 1/2 S			should get it spread on to deck to air.
		3	2				Running along shore about four leagues off

Latitude N.	Longit. W.	From Scotia Bearing	Bar 29.93
49. 24. 0	Obs. Ch. 65. 42	no distinct point to set, the S. of	Ther { Sh. 54
		W 1/2 W, S. E.	Sea 54
			Lik. 2
			Water 20

1	1	4	8	W 1/2 W	Et N	3	B. C.	All sail set running along shore
2	2	5				4		
3	3	5	6					
4	4	6	8				Cl. C.	
5	5	8				5		a small log house on shore
6	6	6	5					Capd a small green point with a hummocky
7	7	3	7	W 1/2 S		4		something like Cape de Gat. (And it?) which
8	8	4				3	Cl. h.	take to be Cape Chat.
9	9	4	7					
10	10	4						
11	11	4	2					
12	12	4						

45 fms Running along shore about 4' off

H	K	F	Courses	Winds	Weather	26 th August 1809	River St. Lawrence
1	3	6	W 1/2 S	Et N	3	H. Cl	All sail set Running along the South shore
2	3	6		So	1 st		of the St. Lawrence. Spoke a small schooner
3	4			Et N			kind bar. He had 2 nd S.
4	4	4					Land generally visible.
5	3	8					
6	4						
7	4	2					
8	4	6	W 1/2 W				Hauled in towards Father Pt. The shore here
9	6				4		full of houses & corn fields
10	6		W 1/2 S	(17 fms)	Thick R.		Look on board a Pilot tho' with some reluctance
11	5	4					as he had no branch to show, he said he had
12	5	4					left it at Quebec - but it was foggy, & Hobson's
							chose - Capd Barnaby J.
							Yeg (or) Dr. Plawon fell out of the M. S. into the chairs but the
							rigging broke his fall & he only sprained his arm - Off this same place
							Father Pt. in August 1807 He fell from the M. S. and broke his leg!

Bearings by Compass	Bar 29.72
Bie J. SW 2 miles	Ther { Sh. 47
	Sea 45
	Lik. 3
	Water 19½

1	5	6	W 1/2 W	Et N	4	Thick fog.
2	5		W 1/2 W	Et N		
3	3				2	
4	2	4	W 1/2 W		1	
5					0	
6						
7						
8						
9						
10						
11						
12						

No Flood and the ebb at no time stronger than 16 knots.

H.K.F. Course Wind West. 27th August 1809 W.M. St. Bloppom

H.K.F. Course Wind West. 28th August 1809 Going up the St. Lawrence

1						Calm Thick Fog
2						
3						
4						
5						At 7 15 th fms
6						Supposed off Barque I.
7						
8						R. & Fog
9						A little clearer and a breeze weighed, made all sail.
10	2	SWW	NE	2	16. 16. fms	Caped a sm ^l I. The Pilot said it was Barque I.
11	3	SW			15. 14. 14	Thick fog again
12	3	SW			14. 14	Persuaded the pilot to haul out as by his ^{one} anchoring
					21	to mouth standing into the little bite of a shoal off the E. end of Green I. - At noon it 21 fms hauled in again
10						

1						Calm R. & Fog. At 7 off the Pilgrim Islands
2						NW. 27. 22.
3						
4						Fog
5						H ^l 2
6						At 7. 0
7						
8						SW. 1 Fog.
9						
10						2 Clearing away
11						3
12						6

From the 4th of August to this day the high land has never sailed from NW 1 point.

Clear away and showed us the land on both sides, to the N. Rocks mountains & Forest to the South in part clear with wood above, yellow fields & white cottages.

Bearings in St. Lawrence R. Bar. 29. 67
At 1/2 past noon it cleared away a little & showed us Barque I. & L. beam stood 16' instead of 14' Green I. when Pilot was sure that he had. Water 19

Bar. 29. 33
Off the Pilgrim Is. 27
Made 55
Sea 46
Water 18
Sick - 3

1	4	SWW	NE	2	Rain	After various blunderings & soundings and
2	5	SW		4	Thick fog.	hauling at and hauling in, it cleared away
3	5	SWW		5		a little & showed us Red I. & Hare I. and
4	5	SW		2		the W. end of Green I. -
5	3	SW				
6	4					
7						
8						
9						
10						
11						
12						

1						SW. 6
2						At 7. 12
3						
4						
5						
6						
7						
8						
9						
10						
11						
12						

Total Run from Spithead to Quebec 3924 miles.

Aug ^r 1809	Wind	Wt.	Ans ^r . Blopon	St Lawrence River	Bar.	Ther.
1. 29 th	SW 2	B.C.	At 3 ¹ / ₂ am Weighed and made all sail by the wind, Tacked overboard in the South Channel 8 ³ / ₄ Came to in 10 fms (8 at low water) NE ¹ / ₂ extr. of Conde I NW ¹ / ₂ - Cape Torment SW ¹ / ₂ W ¹ / ₂ N ¹ / ₂ E. Chalk of St. Roque SE ¹ / ₂ - Black buoy on W. side of the channel SW ³ / ₄ W ¹ / ₂ aboy (said to be white) on South side SW ¹ / ₂ W ¹ / ₂ - Dried all the sails which were all soaked. Lat. 47° 24' - 48° N.		29.68	65
	3		(2 P.M.) Weighed and made all sail by the wind tacking frequently the wind lightened.			
	4		(7 ³ / ₄) The flood finished came to in 13 fms aboy of the Goose Islands. - The ship no sooner secured than the wind came fair, but against a strong ebb I did not much like to trust the ship to my stupid old pilot. Two brig & 1 ship put on.			
	NE 1					
	— 6					
	over 3					
	— 2					
2. 30 th	SW 2	B.C.	(4) Weighed and worked farther up, at 10/ Hood over 7 ² aboy of St. Bertie in 10 fms mud. - I went on shore to look about me to St. Bertie.		29.67	67
	3					
	1 CC.C					
	— 0					
	SW 1		(4 ¹ / ₂) pm Weighed & made all sail by the wind tacking overboard. - (8 ¹ / ₂) Calm & dark, & being near the Shoals of Beauport 7 ² in 10 ¹ / ₂ fms between the I of Orleans & the main aboy of St. Michaels Church.			
	— 0					
	NW 2	CC. W.				
4. 31 st	SW 4	H.	(5) Weighed and made sail working up towards Quebec (10) Came to aboy the City in 14 fms (at low water) about 1/4 across the river, moored with one butt cable to the best? to oppose the freshes.		29.64	65
	W ¹ / ₂ -	B.C				
	SW -					
	— 2					
	NW 5		P.M. Made signal for Home Convoy			
	— 2		Tied the Evening Gun - (& continued to fire it & the morning Gun daily while here).			

Sept. 1809	Wind	Wt.	Ans. Blopon	Quebec	Bar.	Ther.	Sid.
♀. 1 st	SE	3	BC.	Clearing the hold, & preparing to fill the water.			
	W	2	-	Jno ¹ Toul (Am. ¹ ?) Jno ¹ White (Am. ¹ ?) & Peter Lee M ¹ Sept ¹	29.74	68	2
	NW ¹ / ₂	3	-	Swam on shore in the night —	29.73	64	
2. 2	W ¹ / ₂ via	3 1	CC	Tilted new Catharpins (round mast) —		66	2
3 rd	NE ¹ / ₂	4	CC	Arrived from Halifax Wm Sch ¹ Shamrock &			
	ESE	5	B.C.	Barbara. — W ¹ Williamen Boats ¹ mate and Art ¹ Mass Gun ¹ mate deserted from their leave on shore, rascals! —	29.94	64	1
D. 4	ENE	6	1/2 ¹ / ₂	Telling water from along side.	29.75	53	1
5 th	E ¹ / ₂	6	R. 1/2	Atomical weather.	29.80	56	2
	NE	3	7 ¹ / ₂				
6 th	NW	2	BC.	Dried sail — B.B ¹ had settled a little laid	56		
	NE	2	BC.	it out again. — Rec ¹ 20,000 Dollars for buy ¹ Paterson & Co	29.93	62	2
7 th	SW ¹ / ₂	1	CC.	Setup the rigging — Rec ¹ Provisions.	30.01	63	1
	SW ¹ / ₂	4					
8 th	SW ¹ / ₂	2	EL. 1/2 ¹ / ₂ SR.	Completed the holds — Repeated the Convoy S ¹	29.81	64	1
9 th	SW ¹ / ₂	3	Fog ¹ / ₂	Rec ¹ 4 live bullocks. Got ready for sea —			
	—	0	CC.	Rec ¹ a letter from the Contractors for marks for Gov ¹ stating that on Wednes ¹ next they would have 4 men on file ready — Reiter off ¹ to inspect the state of preparation of these vessels — & consented to remain till 8. the 13 th —	29.73	66	2
10 th	SW	2	B.C.	Picked up several fine pieces of timber floating down — Hoisted them ¹ to saw up. The above schooner sailed for Halifax.	29.65	68	1
11 th	W ¹ / ₂	3	EL.	A Boats crew of the Barbara had deserted some days since with the boat, but were brought back by the Canadians & delivered to me. — Rec ¹ 4 soldiers for pay to Eng ¹ (2 Prisoners).	29.55	68	1

1	Sept ^r 1809	Wind	Weather	Atten	Sloop	Blossom	Quebec	Bar	Ther
	5.12. ⁿ	SW ^r 3	B.C.				Sent the aton descher on board the Robert Transport to be conveyed to Halifax. <small>3.45.00 am 22 men 12 ball 30 lbs 11.</small>	29.80	57
	8 13. ⁿ	SW ^r 3	B.C.				Made sig. ^t for the Convoys (who had not dropped down to Bic) tomorrow. At 10 weighed with about 15 tail info. - Wind headed as Tacked overst. ^r (4 pm) Came to in 8 pm E ^t end of Madame J. M ^r W ^t . - (Draft of Water 7 ¹ / ₂ fms 15.0 & 14.8)	29.95	53
		W ^r 3						41	54
	4.14	SW 5	B.C.				5 am. Weighed made all sail - Killed one first bullock, instead of 5 cut. at which my art. Pursu M ^r Rapel (dame his judgment) had estimated it, it weighed but 373 lb.	29.97	53
		W ^r 1					2 PM. Papered the masts of the Traverce w th baffling air & Calm (8 ¹ / ₂) 7 ¹ / ₂ 15 ¹ / ₂ Cape Goose SW ^r 3 sea!	29.90	52
	15. ⁿ	SW ^r 5	B.C.				(4) Weighed made all sail - Wind driving ahead - Tacked overst. ^r - Papered the Pelicans NE 6 R. H ^r . Thru ^t W ^r (1 PM. 7 ¹ / ₂ under the Brandy Pot in 11 pm NE 1 ¹ / ₂ W ^r end of Han J. W ^r W ^r . Found here the Robert W ^r and 11 from Convoys. Boarded a ship from Eng ^r . July 28 th . Embargo taken off & Expedition sailed.	29.79	50
		SE 5						29.70	
		NE 6	R. H ^r .					29.65	46
		5	B.C.					29.80	
	16	ENE 6	R. S ^r .				No anchorage twist this and Bic to stop tide with a threatening wind so held fast - Sent people on shore to cut brooms & broathook staves.	30.	46
		5	H					30.8	44
		3	B.C.					30.7	
		1	8 th D.						
	17. ⁿ	SW ^r 2	Hazy				4 am. Weighed with the aton 12 sail and made all sail - Saw a brig on shore inside of Gun J. Sent the boat to see if we could assist her - Joined the boat to 31 st of the D ^r . - The Action, sailed from Quebec the 31 st Oct ^r , got below Bic, - Drove up, here on shore 3 times - bilged - Master getting craft &c. - 3 ¹ / ₂ pm 7 ¹ / ₂ off the J. of Bic Exp ^r NE 6 N. & SW W ^r . - Cape l'Original Found here 4 tail waiting for us - now 15 is all.	30.07	44
		4						30.01	51
		NSW ^r 4						29.94	47
		2							
	18. ⁿ	W ^r 1	B. Surge				Several more sail came down from Convoys under made sig ^r for all masters & signed Instruct ^r . to 35 tail. Sent a party to Bic brooming &c. & found some coarse sand	29.88	45

H	K	F	Course	Wind	Weather	♀ 20 th September 1809	4 N. S. Blosome	
1	3	5	ENE	E	Mt	4	B. h.	3 3 ^{1/2} up S. low? on lap & band by. Convey info.
2	3							
3	1		No	Var	14.94	3		Spill calm for 1/4 of an hour then a fresh breeze suddenly sprung up at E. - Hoisted the S.
4	1	5	NE	ESE	5			
5	1	6						
6	2	4	NE	E	Ac.	B. C.		At daylight made Sig. to tack, (from maining) 33 sail inc. 2 Barks along way to leeward.
7	2							Made Sig. to hove to for the two barks.
8	2	4	SE	ENE				
9			up SE			4		Current carrying us down a little
10			off					
11			NE					
12			for two barks, one			3		All in Company except Mary Bark & Jane big perhaps the same is a bark, if not the other bark must be a stranger.
			killed rose, the other					
			Telecom, probably they did					
			not purchase their 7.5 like					
			18 high water.					

Var. W.	Latitude N.	Longitude	Bar	29.94
Am. Comp. 19°	48.55. Ob.	Chon. 67.37 W.	Bar 29.94	
Revised Comp. 22°		D. 1.12 E. of Bic.	Bar 51. 1/2	
		About 6 miles off the SE shore but no distinct points making.	Bar 2	
			Water 38.5	

1		Lying to	ENE	3	B. C.	3. two up S. E.
2		up SE. waiting				
3		as above				
4		up NE				
5		to.				
6						
7	1	NE.	E	2		Mary One of the Barks joined - the other still very far to leeward.
8	1					(6) Made signal & filled
9						
10		Calm		0		
11						
12	1	ENE	SE			
3						

H	K	F	Course	Wind	Weather	21 st September	Down the Lawrence
1	1	6	ENE	SE	1	B. C.	34 Convey in Company
2	1	6					
3	2						
4	2						
5	1	5					
6					0		The other bark comes down N. - 34 sail inc.
7							
8			NE				
9							Driving to the West?
10		8	SE	E	NE	E	
11	1						
12		5					Made Sig. to bring to (for the other bark not coming up at all) & for ship before bark to tack.

Var. W.	Latitude N.	Longitude	Bar	29.95
Am. Comp. 19.44	49.4. 6. Ob.	67.4. W.	Bar 51	
Revised Comp. 22.34		D. 1.45 E. of Bic	Bar 3	
		22 miles by Ob. - 11 in road - 11 out.	Water 38.	

1		up SE	NE	1	B. C.	
2		off				Let the Doctor to two or three vessels when they were invalid.
3						
4		SE				
5				0		Close in shore (4) - Tilled & Tacked.
6	5	NE	SE	1		Cape Chat ES. N. from mer.
7	5	NE				
8	5					
9	5					
10	1					
11	1					
12	5					
5						

H K F Course Wind Locat. ♀ 22nd September 1809. N.W. Cape

1		Head E?	Calm	O B.C.	Conroy in Co
2					
3					
4					
5					34 Conroy close & the back W. hull down
6					A change Course down WNW bound up
7					
8	5	E 1/2 N	West?	1	All info. but Jane (the 20 th) took it for granted that she was a bark and made her way to make more
9	6				sail the dog bulldozed, wind aft & the 25 th 1st
10	2	E 1/2 N		2	(9) Low ^{er} the S. out all sails
11	2	2			Gave the Master of the Richard John & Logg ^{er} assuming the Janis sig.
12	1	4	So?	1	

Variation W	Latitude N.	Longitude	Bearings &c	Bar
Very good an. again. at 22. alt.	49. 10	06. 31	Cape Chat	Bar 29.58
Var. 18. 50	2.	2. 18 E. of Bie	149. 11 th com?	Ther 52
2 nd Bar Comp. again, the S. Bar 27. W Var.	22 miles by then. only 9 at hand	13 out of 5	5 lea.	Link 3
				Water 37 1/2

1				B.C.	
2	1	E ⁴	N ⁴	CL.	
3					De the Emg appearance of Dist. Collected my
4	1	E ⁴	WNW	1 R.	chickens - In 3 mps of the S. & kept them on the
5	3	3	ENE ⁴	1 st	Cap -
6	3	8	EN ⁴	4	Made sig. to altuloum 1 P. 1/2 St. - Braided by the yard.
7	2	6	ESE ⁴	WNW	8 th Extreme of the land SE ⁴ E by Comp ⁴
8	2			3	Our flattering hopes of a following gale soon died away.
9	1			1	U. h.
10	-	8			
11	1				
12	1				
17	5				

H K F Course Wind Locat. ♀ 23rd Sept 1809. Down the Lawrence line

1	8	ESE ⁴	Sh ⁴	CL.	Conroy close a count.
2	6				If the wind will permit to fog, I intend to go out thro the Strait & Bellisle as the best passage in many respects - But I think it more prudent to carry Conroy to the So. of Anticosti - not longer - even - left currents - and a way to keep of every bay of the Equinil Isles should be planned.
3				0	Moisted the Top sails
4	1		No ⁴	1	
5	1		So ⁴	1	CL. L
6	1				
7	6	Sh ⁴	South	2	34 sail of Conroy info. - the back & WNW and a brig near her. - (Made sig to Conroy to remain in present situation) - Down up made all sail tow. them - (8) spoke the three from B. h. Dubu 17 th gave her instructions - The brig to lieard, protect the Anne, I would have spoken her but I was afraid of fog - thanks to Conroy & made all sail - The Jane has been run with as I find -
8	2	5			
9	3		ENE ⁴	SE ⁴	
10	2	5			
11	2	5	E 1/2 N	SE ⁴	
12	1	5	Sh ⁴		
18	6	SE ⁴	1		

Longit W	Latitude N.	Bearings	The Bar continues falling & the weather Bar 29.58
65. 32	49. 41.	Act. from 1st. E. 1/2 N. following 10 for out -	But the mirage is equal that is not to be trusted to 18. 160° E. 8 lea. com? then a stormy sea 6 Water 37.
	49. 22.	Act.	

1	2	1 st	ESE ⁴	1	B. h.	Heavy & all Wpl weather Barometer falling then 2 days gradually indicates Dist. - by the place for a gale. - Four they are in sight 2 Schooners and 2 ships boarded the latter from Ex. 9. Expedition made good its landing on Walcheren I. Lord Gambier acquitted.
2	2					
3	2	3	SE ⁴	EN ⁴		
4	2		SE ⁴	ENE		
5	1	4				
6					CL.	
7			SE ⁴	ENE		
8	1		SE ⁴	SE ⁴	1	
9	1					
10	1					
11	2		Sh ⁴	SE ⁴		burning a blue light.
12	2	2	ESE ⁴	1 st		
17						

H.K.F. Course Wind Weather 24th Sept 1809 Wm. Stoop Olofson

1	1	5	SE ¹ / ₂ E	SW	2	H. P.	32	tail in sight of the Conroy
2	1							
3	2							a dark papered to leeward
4	1	6						
5	1	4	SE ¹ / ₂ E	SW		B. L.	36	tail in comp. 1 brig hall down to leeward
6	1	8			3			but it is too hazy to make out whether it is the
7	2	5			5	Bar 29.35		Ann or one of our one I think the latter.
8	4	5	SE	SW				8 ¹ / ₂ made ship to ship ahead (3') to bring to stop?
9				SW				it with a gun - but not minding it made sail,
10	1	5	SE ¹ / ₂ E	SW				8 brought to, sent for them all on board and gave
11	3							them about 1000. One of them the same (see 22 nd) the
12	3	5	SE ¹ / ₂ E ¹ / ₂ E	SW	6	Fog		appears her name had lost the yellow fly, so that
24	3							I mistook her for Diara - Diara is the Albatross

Bar 29.35
 Lat. N. 48.35
 Long. W. 62.22
 Bar 29.35
 Lat. N. 48.35
 Long. W. 62.22
 Bar 29.35
 Lat. N. 48.35
 Long. W. 62.22

1	2	2	SW	SE	6	Fog & R.	32	tail in sight of the Conroy
2	2	2						
3	2	8	SW	SW		H. R.		
4	3				5			
5	2		W	SW	4			
6	1	6	W	SW	2			Land like C. Rozier SW about 8 leagues
7	5		W	SW	0	Ther. Gl.		Cloud the Conroy against the approaching
8	-					Land low		
9	5		SW	SW	1	from the W.		
10	5		SE	SW				
11	5					a puff the		
12	3	5	SE	W	7	by the		The Gale at last came on & very suddenly -
19								Tested all the sails & found them light & fine

H.K.F. Course Wind Weather 25th Sept 1809 - Quebec to England.

1	8		SE	W	9	Fog & R.	32	tail in sight of the Conroy
2	4		SE	W				but it is too hazy to make out whether it is the
3	7	6						Ann or one of our one I think the latter.
4	4	3						8 ¹ / ₂ made ship to ship ahead (3') to bring to stop?
5	7	6	SE	W				it with a gun - but not minding it made sail,
6	8	6						8 brought to, sent for them all on board and gave
7	8	6						them about 1000. One of them the same (see 22 nd) the
8			SE	W	8			appears her name had lost the yellow fly, so that
9								I mistook her for Diara - Diara is the Albatross
10								At noon spoke a schooner who said he saw Arcturion
11	8	2	SE	W	7			this morn. he thinks it now about 500. If the wind
12	9	4						should come enough wind to enable us to leave
24	3							the island we could not make sure of reaching

Bar 29.35
 Lat. N. 48.35
 Long. W. 62.22
 Bar 29.35
 Lat. N. 48.35
 Long. W. 62.22
 Bar 29.35
 Lat. N. 48.35
 Long. W. 62.22

1	10		SE	W	7	H.	32	tail in sight of the Conroy
2	5		SE	W				but it is too hazy to make out whether it is the
3			SE	W	6			Ann or one of our one I think the latter.
4			SE	W				8 ¹ / ₂ made ship to ship ahead (3') to bring to stop?
5	2		SE	W				it with a gun - but not minding it made sail,
6	5		SE	W				8 brought to, sent for them all on board and gave
7	4	8	SE	W	5			them about 1000. One of them the same (see 22 nd) the
8	3	2	SE	W				appears her name had lost the yellow fly, so that
9	2	5	SE	W				I mistook her for Diara - Diara is the Albatross
10	3	5	SE	W				At noon spoke a schooner who said he saw Arcturion
11	4		SE	W				this morn. he thinks it now about 500. If the wind
12	5		SE	W	6			should come enough wind to enable us to leave
45								the island we could not make sure of reaching

H.K.F. Course Wind Weather 26th September 1809 Wm. Blom

1	up NW	SW	8	32 sail in sight lying to
2	up NW	WS	8	
3	H		8	
4	H		8	
5			7	
6			7	
7	NE E	WN	7	Coasted 35 Tail.
8	E	WN	7	Bonap. E. directly clear ahead a dim forest for the Bird E. Set H. & My S.
9	SE E	WN	7	
10	SE E	WN	7	
11	SE E	WN	7	
12	SE E	WN	7	

Latit. N. Longit. W.
 48-17-06.5 - 60-24
 48-12-22.5 - 60-29

1	SE E	WN	9	At (1) made by to alter the course to South - we are now mid channel twist the S. & Cape Argill
2	S		9	Ship rolling very deeply.
3	S		9	
4	S		9	
5	S		9	
6	S		9	
7	S		9	
8	S		9	
9	S		9	
10	S		9	
11	S		9	
12	S		9	

H.K.F. Course Wind Weather 27th Sept. 1809. Lucie to England

1	SE	WN	8	24 Convoys - under Paul Poles - 4 th Guard by.
2	SE	WN	8	
3	SE	WN	8	
4	SE	WN	8	
5	SE	WN	8	
6	SE	WN	8	
7	SE	WN	8	
8	SE	WN	8	
9	SE	WN	8	
10	SE	WN	8	
11	SE	WN	8	
12	SE	WN	8	

Latit. N. Longit. W.
 48-53-53.5 - 58-37
 Dec. 29-39 - Ther. 40 - Lick 5 - Water 35

1	SE	WN	7	36 Convoys and Anninco.
2	SE	WN	7	
3	SE	WN	7	
4	SE	WN	7	
5	SE	WN	7	
6	SE	WN	7	
7	SE	WN	7	
8	SE	WN	7	
9	SE	WN	7	
10	SE	WN	7	
11	SE	WN	7	
12	SE	WN	7	

H K F Course Wind Weather 24.28. September 1809 HMS St. Blopom

1	4	2	SE ⁴	NW ⁴	5 Sh. H.	Convey in Co. under saupoled
2	4					
3	4	2				
4	4					Humbling about
5	3					
6	2	5			4	37 sail in sight
7	2	4				Set the Top Sails
8	2	7				Made sig to Caledonian, William, Industry & P. of Wales
9	3				3 fr.	by to come within hake. (by then to set a boat
10	3					on board the two former with addit. signals, and
11			up NW ⁴		7. cl.	with surgeon - to the two latter with carpenter
12					2	to examine their leaks - The Industry has adbo
33			Sounded 35 fms large Coam			cracked these 6 years. has 20 carp. on board & no
			broken shells.			pump leather. - The P. of Wales formerly a letter the
			Caught small large Halibut			very brown cut away for a port. - Made Convey

Latitude N.
 46.. 12 1/4 - Obsⁿ -
 46.. 21 - Acc^t - 56.. 30
 56.. 0 By sound on
 Embark of Cannon Hill Cl^t
 Bar 29.47
 Ther 48
 Lick 5
 Water 35

1	3	4	SE ⁶ E	NW ⁴	2 cl. H.	37 Convey in Comp. Dried all the Squat.
2	3	2				Small nearly subrided
3	4					How to for boat
4						38 fms rocks.
5	2		SE ⁶ E			
6	2	2				
7	2	4			C. cl.	
8	2	5				
9	2	2				
10	2	4			P. c.	
11	2	2				gale
12	2					W. S. W.
28	5					

H K F Course Wind Weather 29.29. September 1809 Quebec to England

1	1	6	SE ⁶ E ⁴	NW ⁴	2 P. c.	Convey in Comp. S. on Cap. Gaid by.
2	1	4				
3	1	8			B. c.	
4	2					
5	1					
6	1			West ⁴	1	San the Land (very dist ^t from NW E. to ENE ⁴)
7		6				
8		6				
9		6				
10		6		NW ⁴		
11		6				
12		6				
					37 fms shells	
					NNW	
12						

Latitude N. Longitude W.
 46.. 7 3/4 - Obsⁿ - 55.. 41
 46.. 17 - Acc^t - 55.. 32
 10 1/2 in 1 day 9 = 6 1/2 in 2 days
 Bar: 29.60
 Ther 54
 Lick 3
 Water 34.5

1	1	1	SE ⁶ E ⁴	NW ⁴	1 B. c.	37 Convey in Co. S. on Cap.
2	1	2				
3	1					
4	2					
5	2	2				
6	3				2	
7	3				3	
8	3	6				
9	3	6				
10	4				NNW 4	
11	4	2			5	
12	4	5				
33	4					

Closed the Convey, La boats & work men. -
 Finished one side of the Industry - to her
 water ways & Partners the finger could go
 into the beam - a Pump full every 10 minutes

H H K F Course Wind weat. D, 2^d October 1809 HMS. Bloem

1	1	1	3	SE E 1/2 E	SW 2 ft.	Convoys scattered -
2	2	2	7			NW Sails going down
3	3	4	7	SW	4 1/2 ft.	
4	4	4		SW		
5	5	2	4			
6	6	3	4	S	5	As usual two fellows ahead - made their
7	7	8		E 1/2 S	6	Sig. to bring to - find many guns but I was obliged
8	8	5	6	E 1/2 S	2 ft.	to make sail - The P. of Wales & Waterland spoke
9	9			up E 1/2 E	4 ft.	the latter & ordered him - then to close the
10	10	1	5	E 1/2 S	7	Convoys, 37 sail in sight besides a ship & being
11	11	3		SE 1/2 E	7	Drumt down Reliance sent 3 Carpenters & 5 Seamen
12	12	2	5	SE 1/2 E	7	to make a rig a M. 4? for him (see note) (9 1/2) 38 sail
39						in sight. Made Sig. to alter the course 1 point to

Latit. N. Long. W.
45.52 - aut. - 48.59.

Bae. 29.66 - Thu. 50 - Lick 4. Water 32.

1	1	3	3	E 1/2 S	SE 1/2 E	8	Convoys F. M. S. & M. H. S.
2	2	3		E	SE		20 sail in sight - with this kind of wind if
3	3	2	5			7	these razeboard would keep close on my side
4	4	1	4	E 1/2 S	SE 1/2 E	6	a good start, but if I was to keep away I
5	5	2				4	should lose at least one half of them
6	6	2		NE E	SE 1/2 E	3	find fog very half here
7	7	1		NE E	E 1/2 S	2	(5) Bonap. to close the convoys in an interval
8	8	1				1	clear - 32 sail in comp. - (6) think as mustard
9	9	6		SE 1/2 E	E 1/2 S	3	at my S.
10	10	1		SE 1/2 E	NE 1/2 E	3	Made fog Sig. to haul on L. P.
11	11	1		E 1/2 S	NE 1/2 E		find fog very half here
12	12	1		E	SE		& the lights a fair few very
22							clear interval

6 sail in sight

H K F Course Wind weat. D. 3^d October 1809 Quebec to England

1	1			E 1/2 S	3	N	7 ft.	6 sail in sight - 3 close up S.
2	2	1			2	SW		Fog very close - take this very 2 hours.
3	3	1	4					
4	4	1	4		3	WNW		
5	5	2	5		4	W		
6	6	3	2					Eventually clear
7	7							Drumt to collect the convoys (7) sent 3
8	8							Carpenters to catch Industry (see 29 th ult.) - yesterday
9	9	7						the writer talked of quitting her - (8) while waiting
10	10	3	5					for 3 astern, thick fog coming on - soon after close
11	11	3	1					& signalled to her E - 35 sail in all & 1 M. H. S. spoke
12	12	3						her the Ocean from Quebec 15 th ult. - from the identity
22								decided him to keep within hail -

Latitude N Longitude W.

46. 24 2/3 - Oct 3

46. 9 - aut. - 48. 12 -
N. of the 1/2 in 2 days 14 Sound - 48. 40 on Anson's mile

Bae. 29.88
Ther. 55
Lick 4
Water 31.5

1	4			E 1/2 S	4	WNW	Thick	the 36 convoys in Co. & Ocean -
2	3	6					Heavy	Sent the Doctor to the ladies in the William
3	4						clearing	
4	5	8					at intervals	
5	5	5					NW	
6	5	2						Made Sig. for convoys to close - and to alter course
7								a point to Harbour as the wind seems drawing
8	7	5						now again. - close up the S. & then to pick
9	4			E 1/2 E				up one Carpenter from Industry, & made sail
10	4	5						ahead (8) short? sail ahead of the convoys.
11	3	4						
12	3							25 in sight.
50.5								

H	K	F	Course	Wind	Weather	6. October 1809	Wm. Blossom
1	1	6	ESE ¹⁰	WNW	8 ¹ / ₂ Sh. d. G.	Very few of the Conroy in sight	
2	2	6	S. Comp.		h. 1/2	7. Fin	
3	3	6					
4	4	6			7 ¹ / ₂ h. 1/2	7. Fin	In M.S. ^c
5	5	5					
6	6	6			8		
7	7	6					
8	8	3					
9	9	10	ESE ¹⁰				
10	10	9	S. Comp.				
11	11	1			8 ¹ / ₂		
12	12				9		
72.5							

Lat. W	Latitude N.	Longitude W.	Bar.
allard	48.32	Bad 0 to near 40. 30 bad.	29.38
30.	47.46	Acc. 4. 40. 10.	51
			4
			30

1	8	ESE ¹⁰	WNW	9	Sh. d.	Very mountainous sea - ship rolling very heavily under ban poles - Down 8 ¹ / ₄ of the 12 ¹ / ₂ of the 12 ¹ / ₂
2	6	L. Comp.				
3	5		WNW	8	h. 1/2	Made by 1 ¹ / ₂ point more any having shipped several seas or 1/4 deck - for the Conroy and made easier fit.
4	5	ESE ¹⁰				
5	5			7	h. 1/2	31 sail
6	5					
7	5					
8	5		WNW			
9	6					
10	6					
11	5					
12	5					
71						

H	K	F	Course	Wind	Weather	6. October 1809	Quebec to England
1	6	4	ESE ¹⁰	WNW	7 h. 1/2	6 of the Conroy in sight.	Bar. 29. 1/4
2	5	6	L. Comp.			Left Sull.	
3	5	6					
4	6	4					
5	5	8					
6	5	2		WNW	6		
7			WNW				
8	5		ESE ¹⁰				
9	3	6					
10	3	6					
11	4						
12	3	8					
55							

Latitude N.	Longitude W.	Bar.
48.26	37.22	29.18
47.40	37.2	30
		4
		29 1/2

1	2	ESE ¹⁰	WNW	6	h. 1/2	Bar. 29. 1/4
2	3					
3	2					
4	5					
5	5					
6	5	ESE ¹⁰	WNW	7		
7	4					
8	4					
9	4					
10	4					
11	4					
12	5					
50.3						

H. H. K. F. Course Wind Weather O. October 8. 1809 At N. B. Bloem

1	1	5	1	SE E 1/4 E	W. N. 7	5 of the Conroy in sight - High Sea
2	2	5	1			
3	3	5	6			
4	4	5	9			
5	5	5	8			
6	6	5	8			
7	7	7	4	SE	N. 7	19 Conroy in sight
8	8	5	5	SE E 1/2 E	N. 8	Set H. as wind hauled fore?
9	9	3				Set M. W. 1/2 E. - 30 Conroy info. much scattered
10	10	2				William + Caldonia 7. to her? - Made basin
11	11	3	6	SE E 1/2 E	N. 7	Signals to close the Conroy which I might as
12	12	4	5			will have kept in the chest - the most distant
						Set that I can not. - 9. brought to for rear
						(10) 4 guns + Sig. up 45 minutes to try to Caldonia
						with the 6 miles ahead. (10.5) Down
						Shipped a linked sea on the Gangway.
						John Rybryn Boat that a remarkable fine healthy looking
						gun was fired after a 3 days from.

Variation W. Latitude N. Longitude W. Bar 29.20
 39. an azimuth 49-1. 47. - Obs. - 35. 21. In 50
 Az. Comp. - 32. 15. 48-59. - Acc. 34. 46 Link 3
 The Bin. Comp. appt. together today but here 38. Variat. 35. this error and the Water 29.
 great X in Lat. & Long. are sufficiently accounted for by the common

1	1	5	1	SE E 1/2 E	N. 7	Dauphine Yard full - Set M. W. 1/2 E
2	2	5	3			31 Conroy info - Ship rolling about very
3	3	5				much in this horn of the
4	4	4				without canvas to steady
5	5	4	5			Made Sig. repeatedly to
6	6	3	8			ships astern to make
7	7	3	5			more sail but in vain
8	8	4	5			
9	9	4	5			
10	10	4	2			Ship tumbling about so much that I set the
11	11	4				S. wheel steady in vain
12	12	3	8			
						15 sail in sight

H. H. K. F. Course Wind Weather D. October 9. 1809 Quebec to England

1	3	5	1	SE E 1/2 E	W. S. 5	15 Con. info. Close up for M. S. brand by.
2	3	4				
3	2	8				
4	2	4				
5	4					
6	4	6				
7						
8						
9	4					
10	4					
11	4					
12	5					

Var. Latitude N. Longitude W. Bar 29.37
 allowed 48. 53 1/2 - Obs. - 32. 56 Mon 29. 34
 38. 49. 8 - Acc. - 33. 4 - Tue. 50
 which appears too much Water 28. 4
 49. 8 - Acc. - 33. 4 - Tue. 50
 Water 28. 4
 49. 8 - Acc. - 33. 4 - Tue. 50
 Water 28. 4

1	6	1	SE E 1/2 E	W. 5	P. C.	At 1 bell a match candle light on the Hatch fire
2	4	4				a M. W. wheel had been hauled down (but not made up)
3	5					for a show - Tue. - Tue. - before I could reach
4	5					the place it was on board - upon all its gun
5	4					and I lost my sail among the panicky slave
6	3	5				
7	3	9				
8	3	5				
9	3					
10	3					
11	2	6				
12	3					

Conroy info

H.K.F.	Course	Wind	Locat.	8. 10 th October 1809		Wm. St. Blosom
1	1 6 2	SE E 3/4 E	NW 3	P.C.	Most of the Convoys in sight - 3 close up'd S. bound by.	
2	2 4 4		SW 2			
3	3 5 2					
4	4 5 5					
5	5 4 5		SW 2			
6	6 3 5			P.C.	31 Convoys in Comp.	
7	7 3 4				Wrote to Mr. William lead the Convoys -	
8	8 3 5				Brushed up the lazy dogs -	
9	9 3 5					
10	10 3 2				all collected & all sail set -	
11	11 2 6	SE 1/4 E	SW 4		Made sail in chain to wind? of a large	
12	12 3 2	SE 1/4 S	SW 5	α. 94	heavy looking wind ship. - another (dist)	
					sail to the southward.	

Variation W. about 37°

Lat. N.	Long. W.	Bar
49. 12. 27 - Obs.	30. 46.	29. 28
49. 5. - Act.	30. 57	51
7. 1. 10 of Act. & not withstanding		4
37° Variation.		Water 28.

1	3	SE	SW 5	Cl. Mr	Boarded the ship of the Valley which belonged to Duke
2	5	E 1/4 S			Ship from Liverpool to Dublin. Down of town. (Convoys)
3	4	ESE 1/4 E	SW 3		Sent a boat to Caledonian
4	6				
5	1 5	up SE		H. 94.	Sent a boat to William close the Convoys
6	5 2	SE 1/4 E			In 3 rd up
7	4 6		SW 6		Sent to sail.
8	4				
9	4				
10	4				
11	3 8		SW 7		Most of the Convoys in sight
12	3 4				In time

H.K.F.	Course	Wind	Weather	8. 11 th October 1809	Dublin to England
1 2	SE E 3/4 E S.	6	H.R.	Convoys not in sight dark thick rain.	
2 2		5	"	3. up'd S. 1/2 E & W 1/2 S.	
3 2 2			H.R.		
4 1 5	NE	SE	2	Taken aboard, went round - Talm. Time	
5 1		W 1/2 NW	1		
6 2	SE E 3/4 E	W 3	3	At daylight 31 sail in sight. but the most of them	
7 6 4	SE E	5		Convoys down ahead. - I almost think that they	
8 7		6 1/2 H.		did not feel the E. wind in the middle watch	
9 5 2		B.C.		or at least but for a short time. * - Made all	
10 6 3				sail ahead - must head ten with the	
11 4				spout of E. wind	
12	up NW	W 5		Short S. Dought to ahead & close Convoys.	
	up S.	W 1/2 S	S. 1/2 W. S. 1/2 E.	Sent about to the Haler without M.S. -	
				Down up. * On inquiry the wind soon came further than	
				Obs. with look of them, & then wind back again!	

40.2

Var. W.	Latitude N.	Longitude W.	Bar
all over	49. 40. 55 - Obs.	28. 36	28. 96
37°	49. 30 - Act.	28. 39	51
			4
			Water 27.5

1	3	SE E	SW 5	Gr. Mr	The 31 sail in close Comp. D. up'd S.
2	2	SE E	SW 3		
3	1 3		SW 1		
4	1		SW	12.	Set course, & G.Y. to get ahead of the Convoys
5	1		SW	Dr.	
6	2	EN 0	SE 1/4 S	2 H.R.	up M.S.
7	1	NE	ESE	4 H.R.	Taken aboard Tilled out? Took - & burned
8	4 6	SE 1/4 E	NE 6	1. 1/2	fallen fire - while I preferred to fly. the weather
9	5 4		N 7	12	bring to thick that light would not have been
10	4 9				distinguished or gun heard. - 7. 7 1/2, 8. 7 1/2
11	4 7		5. 7. 1/2	7. 1/2	Close up'd the S. In my S.
12	4 9		6. 9. 7. 1/2		

7 sail in sight

H.K.P.	Course	Wind	Weather	4. 12 th October	10 th Blopom
1	1 4 5	SE 1/2 E	NNW 5 B. Gr	Monrooy in sight	Close up to M th S.
2	2 4 5			True	
3	3 5	NNW		True	
4	4 4 4				
5	5 4 8		Bar. 28.91		
6	6 5	WSW	D. h.		
7	7 2 8	SE 1/2 E	The.	14 Conroy's shipingun - the rest on No. 1/4 hauld	on that way and brought to - Set M th S.
8	8 3 5	up NW	WSW P. 1/2 h.	29 sail in sight only	
9	9	up NW	SW	(9) Daily weather from the S. coming on our door	low. 2 two dist. fellows then hauld up our coast
10	10 1 6	WNE	WSW 6 H.R.		
11	11 6 3	SE 1/2 E	WSW 8 H.R. 1/2		
12	12 4 3	W	5		
	54			30 sail in sight	Confused Swell

Var. W. Latitude N. Longitude W. Bar 29.03
 all over 38°. 49. 51.5 Off. h. 2. There 53
 49. 47 - Amount - 26. 24 Sick 4
 Water 27.

1	4 5	SE 1/2 E	WSW 5 H. sq.	Brought to the Conroy for one brig along way
2		up NW	P.	astern - The Jane - 30 now in comp. the H. H.
3	3 2 4	SE 1/2 E	H. sq.	having parted in the night
4	4 4 5	WSW		Along swell from the E. P. with ugly
5	5 4 2			confused West. Swell
6	6 4 3	WSW	Bar. 28.91	Conroy all in close company
7	7 4			Set Tonsail as wind hauld forward
8	8 4 4			Set M th S.
9	9 3	WSW	6	
10	10 3			True
11	11 2 6	SE	10	
12	12 2 4	SE 1/2 E	7	True
	39.3			

H.K.P.	Course	Wind	Weather	13 th October 1809	Quebec to England
1	2 6	SE 1/2 E	SE 1/2 E 6 H. sq.	3 close up to S. W. S. M th S. 4.5	
2	2 5				Wind came aft again suddenly up W. S.
3	3 4 2	SE 1/2 E	WSW		and hauld by the Topsails - In M th S.
4	4 8				Hauld all the sails
5	5 7 6		7		
6	6 7 4	W	8 H. sq. and		a mountainous WSW swell 22 Conroy night
7	7 2		9 H. sq.		Rolling much down G. 1/2 S.
8	8 6 5		Bar. 28.91		H. to a little for near - 28 in sight only.
9		up NW			These 3 nights past the wind has backed
10	10 7	SE 1/2 E	8		round to the S. & SE. with rain & then flour
11	11 5 5				suddenly to the West. & flour fresh - It has
12	12 6	WSW			now settled into a strong Gale
	64.5				28 of the Conroy in sight.

Variation W. Latitude N. Bar: 29.16
 all over 38°. 50. 15. - Off. h. - 23. 37 There 54
 50. 5 1/2. Acc. h. 11. 23. 48 Sick 4
 10' N. in 2 days. 11 = 7. in 2 days. Water 26 1/2.

1	6	SE 1/2 E	WSW 8 H. sq.	
2	5 5			
3	5 6		7	Set M th S. and brought to Tied two Guns to make
4		up NW		the Providence dry & 1 to the May D. - 7 of
5			6	the Conroy as amazing way astern but at 5 1/2
6	5 5			29 obliged to bear up before it becomes dark -
7	4			Conroy saw a suspicious Brig W. E. lying to without
8	3 2		5 1/2 L.	any anchors - made sig. for suspicious sail
9	2 6	WSW		always English must ship paper this the
10	3 2			Conroy but I was too intent on closing my
11	4 4			negligent flock than speaking him. at
12	3 8			6. In M th S. -
	43.8			Set M th S. - Dropped to the rear of
				the Conroy for fear of the stern brig dodging
				thru.

H. H.K.F. Course Wind Weather 14th October 1809 HMS Blohom

1	1 3 3	SE 6 E	SW	5	{ B.P. H.K.F. Thud Light: other	A few of the Convoys in Comp?
2	2 4 .					
3	3 2 8					
4	4 1 7		SW			Very vivid lightning close to, removed the powder from the 4 Deck.
5	5 2 .					
6	6 2 .					H. 1/2 Being quite in the rear of the Convoys
7	7 3	SE 6 S	SW			Set 4 th —
8	8 5 .					2 nd sail in 10. & 2 shrouses at 12 Jack — 1 st Bury
9	9 2 .	E 4	SW			happened to wind? — Made the Convoys set 4 th
10	10 2 5	SE		4		Brought to & boarded the Pallas American
11	11 5 2					big from London (Spoke her July 19 th) — Dismal news (I trust Jackson lies) from all quarters
12	12 5 .	SE 1/2 E				Set all the And 2 nd 4 small sails today.
	38.5					Caledonia making much water.

Var. W. Latitude N Longitude W
 38° Obs. 29.25 — Obs. — 21.7 Bar 29.52
 30.53 50.24 — an. — 21.27 Ther 58
 38. 5 Bin 55. 5 1/2 N. 20 = 12.6 E. Water 26
 35. Sickness 5

1	5 .	SE 1/2 E	SW	4	B.C.	
2	2 3 5					Handed all the small sails — once more dry
3	3 2 5					
4	4 2 7					
5	5 2 7					Closed the Convoys. In 1 st & 2 nd up 8 th (Convoys up jib done then)
6	6 2 .			3	H.	
7	7 2					Set jib and driven
8	8 2 .					
9	9 1 7		SW			
10	10 2 4					
11	11 3 2					
12	12 3 1					
	32.8					17 of the Convoys at times visible

H.K.F. Course Wind Weather 15th October 1809 Quebec to England

1	2 4	SE 1/2 E	SW	3	Some	Sometimes several of the Convoys in sight
2	1 8				2 nd jacking	Tog Gun
3	2 .				Shrou	Tog Gun
4	2 6	E 1/2 E	SW		2 nd	Set Tontail
5	3 .	SE 1/2 E	SW			
6	3 .			3		
7	8		SW			At daybreak fired at the ship & brought down the
8	2 7	SE 1/2 E	SW			Eglinton Armed ship, Guernsey to Guernsey — Alas the
9	2 9				H.	Yarkinsons of yesterday was too true — my poor
10	1 2	E 1/2 E	SW			Heeding country! — the violence of thy foreign foe,
11	2 7	SE 1/2 E	SW	3 1/2	H.	and the intrigues of your internal & more fatal enemy,
12	2 7	SE 1/2 E		3		Faction, are too much for thee! — Set courses.
	29.8					Cloud the Convoys — Caledonia always stands 3
						guns before the ship, any signal. — Up M.S.
						Performed Divine Service, and sermonised on the

29 Convoys in Comp. East & Western swell
 Var. W. Latitude N Longitude W
 31.50 50.46 1/2 — Obs. — 19.14 Eglinton (9 days from the
 38. 50.33 — an. — 19.31 Land) reduced to Noon
 36. 14. N — 17 = 11 miles, E.
 allowed 38. 17 = 11 miles, E.
 Bar: 29.75
 Ther. 58
 Sickness 5
 Water 25.5

1	2 8	SE 1/2 E	SW	3 1/2		29 in sight
2	3 .	E 1/2 E	SW			
3	3 4					
4	2 6					
5	2 5	E 1/2 S	SW	3		Tog Gun
6	2 .					
7	2 .	E 1/2 E	SW			
8	2 7	SE 1/2 E	SW			9 sail in sight
9	2 5					
10	2 4					
11	3 .	E 1/2 E	SW			Tog Gun
12	2 4					Tog Gun
	31.3					

H	HKF	Course	Wind	Weather	D 16 th 1809	Celebr	W.M. B. B. B.
1	1 2 4	ESE ¹	$\frac{1}{4}$ So	3 Fog.	D. M. S. S. and 7 th		
2	2 2 2						
3	3 2 4						
4	4 2 2						
5	5 2 9	SE ¹	SW ¹	4			
6	6 4 1		SW ¹				
7	7 3 2		SW ¹				
8	8 3 .			4 th			
9	9 3 4						
10	10 2 6						
11	11 —	up SE off E ¹					
12	12 2 —	SE ¹	1	5			
30.4							

Tog Gun. for Min. to 8 am.

Cleaned away 29 sail info - up 7th
 Drought to for Helen & Jane. Mary (Venus) still
 on in spite of her 2nd & 3rd by to bring to, passed within 1/4
 a mile of us - by up as home find 2 guns - so we for
 stood on - (11) tiller made by to steer SE¹ if wind permits
 29 Concoz info. - Mary (Venus) 5 miles ahead.

Var. W	Latitude N.	Longitude W.	Bar 29.79
38° allowed	51..6	Acc ¹ - 17. 143	Bar 59 Sick 5 Water 25.

1	2 7	SE ¹	1	SW ¹	5	H. D. D. D.	3 D. M. S. S. 29 sail info.
2	2 2 7	SE ¹ S.		SW ¹			At 7. Made the above trip
3	3 3 .						Sight to bring to till I came up
4	4 3 4						to her she was so it - at 3 rd
5	5 4 4		$\frac{1}{4}$	SW ¹	6		backed till we came within 1/2
6	6 4 6						Close up the S. & miles of her & then filled
7	7 4 2						up the NW ¹ - at 5 noon in keeping it flying
8	8 4 .			SW ¹	7		it to regain what we had lost it down - I shall
9	9 4 2		$\frac{1}{2}$				topes. (8) up NW ¹ - up on at this fellow's com
10	10 4 5						to the adm.
11	11 5 2						Bar 29.52 In Mijer S.
12	12 5 6			SW ¹	6		Braced by M. S.
48.5							12 sail in light

H	HKF	Course	Wind	Weather	D 17 th October 1809	Lucia to England
1	4 .	SE ¹ S.	WSW ¹	6	Cl. G. H.	2 close up the S. M. S. brand by.
2	4 2					
3	4 7					
4	5 3					
5	5 4					
6	5 2				Foggy.	Braced to S. by.
7	1 6					How to follow the leading ships
8	2 5	up S.	SE ¹ S.	5		In clear intervals 29 sail info 3 any far
9	2 8					astern.
10	2 8			4		SE ¹ S.
11	2 8					
12	2 9			3		3 S. brand by.
44.2						

Var. all?	Latitude N.	Longitude W.	Bar 29.79
W. 38°	50..55 - Bad Obs ¹	15..22	Bar 56 had
	50..55 - Acc ¹ 15 th	15..17.	Sick 5
			Water 24 1/2

1	2 7	SE ¹ S.	WSW ¹	3	Tog ¹	Tog Gun	3 S. brand by
2	2 2						
3	2 8						Tiller to & M. S.
4	1 8				Tog.	Tog Gun	Tiller to M. S.
5	1 8			2			29 sail info. between Tog shown
6	2 2						S. Lib & M. S. W.
7	2 .						
8	1 5						21 sail in light between Tog shown
9	1 2			1			
10	1 -						
11	1 -						
12	- 8						
21							

H H K F Course Wind Weather 18th October 1809 *His Majesty's Ship*

1	1			Calm	0	U. G.	A few of the Convoys in sight
2	2					R	
3	3						
4	4						
5	5	6	SWW	SE	1	Foggy	Foggy
6	6	4	SWW		0		Made fog sig. to Wain with 4 Guns
7	7	1	SE 1/2 S	SWW	1	W. Fog	12 sail in sight
8	8	3			3		
9	9	3			4	Dr. Dr.	The 29 in sight. Down down to the lee vessel and
10	10	1 2	SE 1/2 S				with 4 Guns brought down the Weather ones
11	11	5	SE 1/2 S		5	Foggy	Foggy
12	12	4 2					W. W. Williamson carried off this morning by low and rapid flood.
21		4	29 sail in sight.				

Var. W. Latitude N. Longitude W. Bar 29.84
 allowed 50. 51 1/2 Obs.
 38. 50. 50 - Account - 14. 18
 The Sea 57
 Water 24
 Tides 4

1	3	7	SE 1/2 S	SWW	5	Foggy	Set W. C.
2	5	7					up W. C.
3	4						
4	4	3 4				H. G.	Tilled 10 Ton of salt water in T. H. D.
5	5	3 4				160 fms	
6	6	3 8					
7	7	3 6					
8	8	4					Set W. C.
9	9	4 8					up W. C.
10	10	4					
11	11	4 2					
12	12	4					
48		6					

H H K F Course Wind Weather 19th October 1809 *Queen to England*

1	4	2	SE 1/2 S	SWW	5	U. G.	19 sail in sight
2	4	6					
3	5						
4	4	5					
5	3	9					
6	3				4		The remaining 29 Convoys in company. - Under
7	5						Ok. d. d. set W. C.
8	4	6					Set Jib
9	5						Perished R. Dec. with 12 Lashes for sight and insurance.
10	5						A Spanish Vessel W. S. - Hurry with her 7. 3 E.
11	5	4	South				Thence a Convoys - Out 2 up set Convoys 2. 9. 4
12	3	6			3		to look at him - A man of War. - Exchange
54		8	170 fms. no bottom. - Made Convoys sig. to haul up another point. - 29 Convoys in Co.				

Var. W. Latitude N. Longitude W. Bar 29.96
 alt? 50. 28 - Acc. - 11. 41
 38. 49. 48 H. M. S. Helena's worked to my
 Situation at noon - History: time agree.
 The Sea 58
 Water 4
 Tides 23

1			up S	SWW	3	U. G. C.	
2				SWW			Spoke W. M. S. Helena - Went on board to wait
3	7		SE 1/2 S		4		on Capt. North - Dined there. - On fall up
4	5	5					Set 9. 4 to close with Convoys
5	2	8	up S		5		Sounded 110 fms. from land & the shell. - In 2 up
6	2		SE 1/4 E				Made sail ahead of the Convoys.
7	3	7					up M. S. In 9. 4
8	1	6					
9	1	6					
10	2						
11	2	5	SE 1/2 S	SWW			
12	2	5					3 D. up S. & W. C. & Jib, set.
51		2					

uns Blauen

The 2d Company in Co. but scammed — that
villainous stolen 10' to the aid. — Pol'd
away to close them.

Miss Helena to wind.

Supposed a man from the Commons going to
Worthington began him one in line.

Sounded 72 fms. fine sand.

37° 50.23 - Dec. 18.16 - 10.1

49. 43 Hyacinth

Bar: 29.94
Therm: 58 - 65
Lick 4
Water 23 in

Made by to Martin & Co. to part Co.
Drove down to close the Helen, made the by
to come down in my wake, which cost the W.
4 years to get any of them down. The sale down
and some others would not come.

(b) Sounded 62. from Fine sand.

Convey nearly insight. Fine D.

Letter to England

In his Honor

The 27 Convoy in Co

Hales as usual 7. or see beam - a strong wind
Blew up to close her - Industry stood upon
the lee bow - I saw a brig at 10 last night running
away off the wind - I'll give it him for that.

Spoke an American in 49. 37 - Told him my lat.
10' N. of Sicily - Made the entry of 2 other bark
won & took Helen in tow. - Ormsby made sail
(11) Instead of backing he cast off - Made sail to abandon
him, but the milk of my disposition overruling, brought to
& took him in tow - Tossing very heavily.

36° 50. 21. Aug. 18th — 8.. 10

49..41 Helena's
50.. 5² The Martins
49.. 33 American's

Bac	29.86
Ther	55
Shade	58.5
Sick	4
Water	22 1/2

8C. All sail by the wind the tides in Tow.
The foreman with a cry to him to lead a cry thing else made
the young Qu'ry to back - He is not only a Work head but an
Sent about to the William - in important Work head.

Cast off the Tow - Bore down to William, picked up
my boat in 1^h 42^m - Sounded 63 fms land - Made
sail down up wind? (6^h) Spoke the Providence
his lat 49. 23. - Told him he was to the No. of Scilly.
(7^h) A brig to leeward made night sig. to speak me,
Bore down to him the Providence - He saw Scilly light
from the Mast head - It was singular that in
this broken foggy air he saw 3 days without an
obs. & assuming exactly for Scilly that the Providence
should find her and point it out - My intention
was to sound every 2 hours & tack if we had left the Co.
& made sig. to tack & tacked -

H K F Course Wind Weather 22^d October 1809 Wind Olophom

1	1 2	W 1/2 N	1	M 1/2 S	5 1/2	Sk. cl.	3 1/2 mps E. + 7 1/2 S. + jib
2	2 2 2	W				6 1/2 cl.	
3	3 2 5		1 1/2		6		
4	4 2 3						Down jib
5	5 2 1	W 1/2 S		SW			
6	6 2 4						
7	7 2 2	SE 1/2 S	3/4	M 1/2 S			— Wo. Made by to tack, 27 sail & the Amer. info.
8	8 3 6				6 1/2		Caledonian 5' to leeward, all the rest close to us, 4 is a mile back.
9	9 3 6						
10	10 4						
11	11 4 8		1/4				
12	12 6	SE 1/2 E					Made sail (W 1/2 S + jib) to look for land.
38.4							

Var. W. Latitude N Longitude Bearing Bar 29.78
 or 59th 38' 2" alt. 49.. 46. { Acc. at 12. Agnes - 6.. 51 worked from 1st Agnes - 50
 or 1. 9th 26.5 } 12. 8 pm. N. 70 E. 22' 50" 53' 5" 22'
 I think we shall see it that distance today. Comp. bar. 57 1/4 E. 5" 22'

1	7	SE 1/2 E	0	M 1/2 S	6 1/2	Sk. cl.	(1/2) Saw Scilly S. 1/2 E. E. 1/2 S. Hatched up at that time
2	2	SE 1/2 S			5 1/2		for the Conroy. — We could weather and
3	2 5	NE					perhaps the whole Conroy except the Caledonian
4	1 6	W 1/2 S	2	SW	5		San Don 3 miles to her made by to her
5	1 6	W 1/2 S		S			back, but she thought proper to have and to
6	1 9						lose another mile in doing — He also took
7	2	W 1/2 S	1 1/2	SW			in his 8 th instead of carrying on to make it
8	2 8						for his confounded negligence — Several sail
9	2 2						boats came out amongst Conroy — Made
10	2						of them come down to me, no news, then
11	2 2						about him frequently. —
12	2 4						at 0 Set the 27 Conroy & the Amicees in com.
30.2							(9) Heavy head Sea In 3 rd mps to 4 mps S.
							Many of the Conroy in sight

H K F Course Wind Weather 23^d October 1809 Dubu to England

1	2 3	W 1/2 N	2	SW	6	Sk. cl.	Thin S. + 7 1/2 S. + mps Drine
2	2 4						
3	2 6						
4	2 8	W 3/4 S		SW			
5	2 5	W 1/2 S		SW			Spoke the May on the other tack desired him to
6	2 5						
7	2 5				5 1/2		24 of the Conroy & the Amer. in Compt. 4, 2 of the
8	2 5						brig & the Caledonian missing — I conclude
9	1 2	W 1/2 N	0				they took pilots and went between Scilly &
10	3 4	W 1/2 S	1 1/2	S			the main — A brig (Jane & Margaret I believe)
11	2 6						9 miles to leew. — Done done
12	2 5						Heavy NW. Wind
33.8							A sharp brig passed to leew. on S tack.

Var. all land Latitude N Longitude W. Bearing Bar 29.59
 or 1st Tack 49.. 41. { Acc. from 1st Agnes 7.. 57. Back worked 57.5
 or 2nd Tack 2. 51. { 2nd Tack } 7.. 57. 1st Agnes 58
 or 3rd Tack 34. { 3rd Tack } 7.. 57. N 78 E. 64' 5" 5"
 By Comp. or Star. Tack 58 E. 5" 21 1/2'

1	3	W 1/2 N	1 1/2	SW	5 1/2	Sk. cl.	24 Conroy in sight
2	3 6				6	cl.	
3	3 2						
4	2 2						
5	2 4	SE 1/2 E	1 1/2				Clouds breaking but becoming foggy
6	2						As we shall go in farther than we stood
7	1 9	SE		SW			off I have not won till 4. Tomorrow noon I
8	2 1						expect if the wind stands to be 4 or 5 leagues from
9	2 5						Scilly — when I will certainly send in the
10	2 8	SE 1/2 E			6 1/2		Conroy — and if they all fetch in, myself also.
11	2 7	SE 1/2 E		SW			Have one departure from Dublin to this night the foggy
12	2 7						clouds during all night have come from WNW — are SE.
31							In 3 rd mps N E.
							(11) 49.. 54 N Lat. by indif. 06. 1/2 4.

H.K.F. Course $\frac{L}{W}$ Wind Heat: $\S 24^{th}$ October 1809 HMS Blenheim

1	125	SESE	$\frac{1}{2}$	SW	6	H. G.	A few of the Convoys in sight
2	225						
3	326	ESE	$\frac{1}{2}$	SW	6		
4	424						
5	525						
6	624						
7	73						
8	855	ESSE	$\frac{1}{2}$				Edged away tow rd the ships of the Convoys
9	925	SESE	$\frac{1}{2}$				23 of them in Comp ^y
10	1035						
11	1135						
12	1234						
	363						21 sail in sight

Var. W. Latitude N. Longitude W. Bar 29.30
 24th 27th 49.57. { 22.32th } 6.58.
 25th 34th 50.0 By bar^o. alt.

1	34	SESE	$\frac{1}{2}$	SW	7	H. G.	(2) Saw nothing of Scilly - rain & some appearance of a water worn in 50 fms rocks -
2	3						2 Migs. W. during NW.
3	8	SWW	2		6	H.	Don't seem to join Convoys
4	2						Wind came round in a sharp squall - closed the Convoys then stood S. - Sig. I should alter the course after dark.
5	42	NW	0		7	Clearing	6 $\frac{3}{4}$ last signal light hauled out 3 points
6	39	SW	0		6		Brought to for Convoys
7	3	SW				D.C.	
8	51						
9	4						
10							
11	2	SE					
12	34						Signal light NESE 7.
	35.9						

H.K.F. Course Wind Heat: $\S 25^{th}$ October 1809 Quatre to England.

1	32	SE		SW	5	D.C.	3.3 th info S.
2	28			SW			
3	2	SESE		SW			Heard the S. set Xonsail
4	2						
5	28			SW			
6	36						
7	36			SW	D.C.		24 Convoys in company
8	24						Set Convoys - & G. 4
9	36	SESE	$\frac{1}{2}$	SW			
10	46						
11	5						Short J. & head came to close the Convoys
12	3	NE					Many (Venus) thought a lug sail boat to turn? - Dore up to spoke her
	406	ESE					she was a Monmouth Fish. Boat - is present the other day of a French Sch. Private.

Var. W. Longitude of Bearings &c. Bar 29.98
 27th Land's end by Chronometer Lizard
 Head { 22. 56.14 ESE. (N 80 E.)
 St. Peter 55.58 ESE. 4 lea.
 I. Pin 55.58 ESE. 5.40 By Knight's Ch.

1	25	ESE		SW	5	H.	An armed brig bound? made the french sig.
2	26			SW			which he would not answer. Tacked made
3	4	SW		SW			Sail - he at last exchanged 'Lambert', thought to, sig. him to hale - spoke the Mariner G.A.
4	3	SW					Gave him a broad hint about his not answer.
5	24						Private sig. - the spoke the Caledonian in the morning.
6	13						Close up the S. set J. - made sig.
7	18	SW		SE			to make the ships to come down, kept it up 2 hrs
8	18						& said 4 guns, they would not obey it (9 together).
9	2	SW					Saw high & low coming from the W.
10	25						
11	28						Made sig. to back -
12	15	ESE					10 sail in sight
	28.2						

H K F Course Wind Weather 4, 26th October 1809 WMS Bishop

1	1 1 2	ELS: SE 4 H. Gr.	Closeuped S: + 75°
2	2 1		
3	3 1		Set mrs. e
4	4 1 4		
5	5 1 4		
6	6 1 7	B. H. Gr	24 of the Conroy in Co.
7	7 2		Oct 4 th 13 th mrs. S. J. J. + 75°
8	8 3 1		
9	9 3	C. C.	Lizard E. N. 10°
10	10 2 2		
11	11 2 2		
12	12 1 5		Could not fetch round Lizard, backed in S. to let ship drive into Morlaix Bay out of the cbb, but the outside ships backing off I was obliged to back after them. They are the most provoking rascals I ever met.

Am. Varieties in W.

M. H. P. my Capt. — 580 E — Var. 26. 33.
 — Ship's Og. Capt. 578 E — 28 1/2
 — St. P. Din. — 575 E — 31 1/2
 — L. P. Din. — 576 E — 30 1/2

Beatings &c

Lizard (St. Din.)

E 1/2 S. (N 64 E)
 4 miles

Bar — 30.00
 Ther. — 58.5
 Sickness — 4
 Water 20

1	2 2	SW 1/2 SE 3 P. C.	A large black ship to leeward made by for an enemy
2	2	SW 1/2	London & spoke her — He had been chased by a schooner and had exchanged some shot with her
3	1 8	SW 1/2	and being at a distance speak a schooner he concluded them to be the same, but I had seen them the morning before
4	1 7	SW 1/2	I made the ship for an enemy to make the Conroy
5	2 4		sharp and indeed I saw a suspicious schooner at the time off the Land's end. (24) Tacked inshore to take the young flood — (45) Tacked off. Tied a
6	2		Henry and boarded a ship (Joseph of Banton, when the ship is Banton?) I imagine him to be a smuggler, but
7	2 6	SW 1/2	in him — My ally 2 nd Lieut. boarded him, let him go without orders and without ascertaining where he belonged to, without even looking at his papers — !!
8	2 2		In 2 nd Lieut. at 6. — & closed the Conroy which cost
9	1 7	SW 1/2	
10	2	SW 1/2	
11	1 9	ELS:	
12	2 7		

18 Conroy at 6 — Lizard Light NNE 1/2 E

H K F Course Wind Weather 27th October 1809, Ambrose England

1	2	ELS: SE 3 B. L.	W. L. 10 th + 75°
2	1 7		
3	2	ELS: 10	
4	2 4		Lizard Light NNE 1/2 E
5	2 5		
6	2 8		
7	2 4	4 B. L.	
8	3 4	N 20 E	Lizard Light NNE 1/2 E
9	2 8	E 1/2	
10	2 5	ELS: SE 1/2	
11	2 2		
12	2		

28 5 Punished E. Cooper with 7 lashes in punishment of his Off. —

Var. West.

25	26	27	28	29	30
58.5	58.5	58.5	58.5	58.5	58.5
58.5	58.5	58.5	58.5	58.5	58.5
58.5	58.5	58.5	58.5	58.5	58.5
58.5	58.5	58.5	58.5	58.5	58.5
58.5	58.5	58.5	58.5	58.5	58.5
58.5	58.5	58.5	58.5	58.5	58.5
58.5	58.5	58.5	58.5	58.5	58.5
58.5	58.5	58.5	58.5	58.5	58.5
58.5	58.5	58.5	58.5	58.5	58.5

Beatings &c

Deadman N. 10th St. Capt. 4 miles

Ram Head E 1/2 S. —

Bar. 30.05
 Ther. 61
 Sea. 58.5
 Sickness 4
 Water 19 1/2

1	2	ELS: SE 4 B. L.	At half past noon The Mary (Seferies), John Marsh,
2	1 2		and Edward thought proper to tack and stand
3	2		off. Hoisted their signals to close and firing 4
4	1 2		guns with them kept them flying 1 1/2 hours when
5	1 5	SW 1/2	firing out of signal distance hauled down — Those
6	3		English may now take care of themselves for while
7	2 4	1/2 E	me if I consider them any longer as part of the
8	2 4		Conroy — At (2) Providence & Jane & Margaret close
9	2 4	10	to us backed their N. B. for shore boats — Made them
10	2 6		fly to make sail the former obeyed immediately the
11	3		latter did not — fired a gun — in vain — fired a
12	2 6	1/2 E	shot at the other in vain — Down of sent an
25	5		Officer & prepared his boatman. — (4) Tacked off,

Fury EN E. 3 miles

H K F Course Wind Weather H. 28th October 1809 HMS Blenheim

1	1 24	Edy N ^o	SE	4 B. L.	S. M. up to 8 th 9 th 10 th and jib
2	2 23				
3	3 22				
4	4 26				
5	5 24				
6	6 21				
7	7 3				
8	8 2 8				
9	9 2	10	SE E		
10	10 2				
11	11 1 8				
12	12 2		ENE'		

18 of the Convey in sight before him, the 4th part of the day

Went out to carry the flood in the offing. Edy stone ENE' 10' The Industry spite of 8th continued on S. 10th parted. Bonellie? The Ellie and Bonellie I do not see. I have seen the former has a wife on board, I could not see for you were in the Sunday morning gone into Plymth. - the B. backed off again. I made him come back he arrived himself of the night to ship away again. - but this I think is by far the most dangerous part of the navigation from Duncton, full of the Channel is of small shoals. - The 4th knowing fellows who quit me (2 masts, 3 masts & 4 masts) have lost 8th since. 4th being in course down W. 10th. -

Bar 30.12. Ther 57. Wind 4. Water 19.

Variation W.	25 47
High Water	25 34
Low Water	25 28
1/2 High Water	24 49
1/2 Low Water	24 31
1/4 High Water	24 26
1/4 Low Water	24 14
1/8 High Water	24 12
1/8 Low Water	24 47
1/16 High Water	25 18
1/16 Low Water	25 14

1	2 2	ENE'	SE E	3 H. Thick.	Outallup dried & tained sails.
2	1			CL.	Backed M. S. for jolly giving janes & Magenta m.
3	1	ENE E	SE'		I saw a big wrecking into Plymouth Sound & probably in the Industry see 10 am.
4	2 5				
5	3 6	ENE'			
6	2 5	SE'	ELS'		Off, P. 10 th 26 E 3'. Spoke the dogger for
7	2				Operto to G. M. 10 th
8	8 8				
9	1 8				
10	1 8				
11	2	SE'			
12	2 2				17 sail in sight

H K F Course Wind Weather O 29th October 1809 Quebec to England

1	2 5	SE'	ELS'	3 H. Thick	S. M. up to 8 th 9 th 10 th and jib
2	2 6				
3	1 8	NE E		AC.	making signal
4	2 2				
5	2 2				
6	2			Fog.	
7	2	NE'			Tog Gun
8	2 2				Sounder 39 fms
9	3 2	10	SE E'	4	See the land I think Boll Head NNE 3' a point with a small island N.E. + land as far as ENE' while in sight on the Coast - Think again.
10	3				Tog Gun
11	3				Tog Gun
12	2 6	SE'	ELS'	H. 7 th	17 of the Convey in Co. + 10 th 1 st 1 st 1 st far off to leeward

Moore Bearings by Act. d 8 am

Paul NE 8 miles

Bar 30.08

Ther. { Sea 57

Wind { 55

Sick 4

Water 18

1	2 7	SE'	ELS'	4	Toggy	Alay Mass of War ahead made 275 showed one number - made hasty to show her - which she complied with but I could not distinguish it
2	1	NE		AC.		1 st backed and edged down to Convey
3	2 3	NE E				
4	2 5	ENE'	SE E			
5	2			CL H.		A square curious looking brig and large lugger to leeward - made by for suspicion sail W.
6	1 4	SE	ELS'	AC.		(5) Wilburfou spoke me by sight 8 th - said a cutter had hailed him in broken English and that he thought him a Privateer backed & spoke him
7	1	SE	ELS'	AC.		a Dartmouth Pilotboat backed after Convey
8	3 8	SE'	ELS'			
9	2 7					
10	2 5					
11	2 7	SE'	ELS'			(11) The Wilburfou still taking him for a Priv.
12	2 8			AC.	making	find a shot at him - spoke the Wilburfou right by and told him who he was.

H K F Course Wind Weather D 30th October 1809 N.M. Blofom

1	2	8	ESE	SESE 4	H. CC.	D. M. S. 7.1. 1st + 2nd
2	2	2	4			In G. Sails
3	3	2	NESE	ESE	7.1.	
4	4	2				
5	5	2	ENE	SESE		
6	6	2	4			
7	7	2	5			17 Conroy, the crew & Dogger in Comp. 4 th Lt
8	8	2	7			Reliance hull down astern, & Jane to leeward
9	9	2	3			Start to Benz Head opening out of the Fog.
10	10	2	3			
11	11	2	3	NE		H. CC. Edged away to close a sail of ship to leeward
12	12	2	3	NESE	ESE	
30.4						17 Conroy info - Spent time to leeward. Conroy down 1st

Benz Head
N.W. (W. 1/2 N) 5th 1/2

Bar 30.02
Ther 56.5
Wind 5
Water 17 1/2

1	2	4	NESE	ESE	4 H. CC.	Miss Jane thought proper to tack though 3 rd Lt
2	4	4	SWSE			my beam made her sig. to close & tack, which
3	2	2	NESE		Tossy.	she obeyed, I then for bore down to her if she
4	2	6	SESE		P. h.	had not she might have gone with the other
5	2	4	NESE			disobedient dogs. - Made the Conroy come
6	2					down to me which they did with great reluctance
7	1	9				as soon as they were all coming, I backed
8	2		SESE			again making Jane & Reliance to the same
9	2					
10	1	8	SESE			
11	2		SE			
12	2		NE	ESE	K.	
29.5						

H K F Course Wind Weather D 30th October 1809. Quibito England

1	2	2	NESE	ESE	1 P. H.	Blessed
2	2					a 1/2 in.
3	2	5	NESE	ESE		
4	2	5				
5	2	1				
6	1	7				
7	1	5	NESE			
8	1	3	SE			
9	1	6	NESE			
10	1	7				
11	1	5				
12	1	8				

Bar. 29.93
Ther 56.5
Wind 5
Water 17

Exchanged numbers with 1371 - Made her
signal to examine suspicious shaggy
W. S. - A schooner with E. J. Clones - the
boarded her & stood on.

At noon Portland ENE 9 miles.
In 24th Jane cannot get on at all
The Asphalon's sig. having
burnt 3 1/2 hours, and requiring
two 1/2 hours before she would close,
but a boat faster she did bear up
to pass a man, but they were all
gone -

1	2	2				
2	2	4				
3	1	8				
4	1	6	SESE			
5	1	4				
6	1	3				
7	1	2	SE	ENE		
8	1	2				
9	1	5	SESE	ENE		
10	2	5				
11	2	5	SESE	ENE		
12	1	2	NESE			
44						Making sig. - Plumbly

1	2	4	N.E.W.	E ⁴	3	B. L.	D. rufed S. W. & J. b.
2	2	3					
3	2	3	N.N.E	E.W.		C. L	
4	2	7				Foggy	
5	2						
6	1	8	N.	E.N.E		Fog.	
7	2		N.W.	N.E.E	K.	17	Sail in sight
8	2		E.S.E'				Sounded 25 th hours from which and the
9	1	8	E.W.			Foggy	reckoning imagined ourselves first Portland &
10	2	2	S.E			any	S. Albans - but at 9 clearing away a little
11	2	5	N.E. & E			Var.	sea land N.E. which had the appearance of Portland.
12	2	6	S.E	E.N.E	4	Bac. 29.92 Sea. 58.5 Ther. 55 Water 16.5 Sick 5.	A large coasting convey passed to the W. At noon the above land N.N.E 5 leagues
1	2	7	S.E.W.	E ⁴			
2	3	7	N.E.S.W.			B. L.	
3	2	8					
4	2	4	N.N.E			C. L	
5	2						
6	1	4	N.		K.	C. L. 1.59	Off shore - Two m. of W. lying in Weymouth Road
7	1	6	S.E.E'	E.N.E		Ther. 54	Albans N.W. - Lulworth Valley N.E. - Portland's E.S.
8	2						
9	2	3					
10	2	7					
11	2	6	S.E.W.	E ⁴			
12	2	4					

1	2		S.E.W.	E ⁴	5	G. W.	D. rufed S. W. & J. b.
2	2	2					
3	2						
4	2						K. making sig. - at 4.5. Thin
5	2	5	N.N.E & E				
6	2	5					18 Convey very much scattered. Don't see it joined
7	3	2	N.E. & E'			P. L	& closed them. Found the Hanneck in Conf.
8	3	5	N.W.			B. L.	Exchanged No. with G.B. Firm - H B. Derwent
9	2	1	S.E. & S.				
10	2	8	N.E.				
11	2	9	N.N.E'	E ⁴			
12	2	7			K.	P. L	{ S. Albans Head E.S. (comp.) 3 miles.
1	2	2	S.E.W.				
2	2	2			K.		Packed so as to
3	2		N.E.W.		K.		work up in the
4	2		S.E.W.		K.		Shoy tide which
5	2		N.W.		K.		was round Durdston H.
6	2		S.E.W.				- Durdston H. N.W. 3' - Mather's E.W.
7	2	5					
8	2	9					
9	2	4					
10	2	5					
11	2	4					
12	2	1					Kudde light very faint about N.E.W.

Bac. 30.06
Sea. 54
Ther. 55.5
Sick. 3. Wat. 16.

H.K.F. Course Wind Weather 3rd November 1809 N.M. Blom from

1 2 5 S.E. 5th 6th cl. dk. Dr. up S. 7th 8th 9th 10th 11th 12th

2 2.

3 1st N.E. 11th

4 1 8

5 2 5

6 2 8

7 2 9

8 3 4

9 4 5

10 5.

11 6

12 6

1 —

2 —

3 —

4

5

6

7

8

9

10

11

12

NE 11th A. 11th

6

6

6

6

6

6

6

6

6

6

6

6

6

6

6

6

6

6

6

6

6

6

A. 11th

6

6

6

6

6

6

6

6

6

6

6

6

6

6

6

6

6

6

6

6

6

6

18 Convoy in Co.

The weather having a threatening appearance and the wind being too fresh to make any progress to the East. made light to convey to put into Port in view — Made light for Pilot and sent them down to the lowermost Vepels. Aspheloe & Prince of Wales — As soon as all the Convoy had obtained pilots made sail to get in to cover the Lynington port — some tomorrow.

Worked through the channel to the NW. of the Shingles standing into the main to 3rd gradual soundings & tow. the shore, backing as soon as we depended to 5th a b. — At 3rd came to in 7th off Gasmonth Fort

Thus have I reached an English port in 52 days from Quebec, and have brought in 18 sail out of 37, — of the 19 remaining, 10 were belonging to Western ports, the 9 others packed at different times, but I must say without sufficient success, — To their care I sacrificed every other pursuit, and paid unremitting steady, but a more disordered or perverted set (with a few exceptions) I never before had the misery of conveying

H.K.F. Course Wind Weather 4th November 1809 Quebec to Eng.

NE 7 9th cl. dk.

2 2.

3 1st N.E. 11th

4 1 8

5 2 5

6 2 8

7 2 9

8 3 4

9 4 5

10 5.

11 6

12 6

1 —

2 —

3 —

4

5

6

7

8

9

10

11

12

NE 6

6

6

6

6

6

6

6

6

6

6

6

6

6

6

6

6

6

6

6

6

6

6

NE 7 9th cl. dk.

NE 6

all Gasmonth.

NE 5.

NE 6

Bar. 29.85
Ther. Sea 52
Wind 52
Sail 3
Water 14

From 8 to 10 am The Mediterranean Convoy of about 80 sail passing to the West. under the French flag.

(1) As several of the Convoy had broken up in the night side to Portsmouth and as I had written to the Adm. to say I should proceed there, although I think the wind is blowing to the Westward, I will go there also — Weighed made a tack & shifted up to Com. The 5 sail who had anchored in Adam bay last night have all come in. — (4th) pm Came to at Spithead off Monmouth Fort — Imagined the tide was running sufficiently strong to turn into a bark for dropping the lee anchor but the weather was too near the Siphona — Went on shore to the Adm. (Sir Roper Carter) who appeared of my proceeding to the Downs if wind would to the West — Lag very near the Siphona all the first night.

H.K.T. Course Wind Weather D. 5. November 1809 HMS Blenheim

1		WNW 4	rain	
2				
3				
4				
5		WNW 2	Droffing	
6				
7		WNW 3	cl. dk.	
8				
9				
10				
11				
12		Duron W. 6.		
1	54	ESE		
2	52	SE	WNW 4	
3	44			
4	35	SESE		
5	2	ESE		
6	32			
7	38			
8	37	SESE	WNW 5	
9	43			
10	4			
11	4			
12	4			
47	5			

At Daylight made sig to trip — will fly and sail — sent an officer to Siriphore (who was a junior off.) to apologise for giving him so much trouble. (8) Weighed anchor down for the Dece — then the lieutenant's & other boats, purring from my court but I could not hold them I was so far to turn — the Devil help them, why did they not + with me at Yarmouth instead of pushing on to Spithead, in which case I should have taken them back by the quidles and brought 'em to the Dorset. — (10) 1/2 the Rolle who was taking a very large conveyance to the Dorset — told him I would stay by him — (3) Piped the Ours light 2. off. Closed the convey. Draved by the B' — The Bitor has not come out — I sea boats purring his men. Kept outside of the convey leaving the Rolle in the middle of it. Burned a Taler Tine Saw lights on shore about Brighton F. Tine. — bounded 17 fms

H.K.T. Course Wind Weather D. 6. November 1809. Quebec to the Dorset

1	45	SESE	WNW 6	dk. h.
2	45	ESESE		
3	5			
4	45			
5	45	ESE		
6	45	SESE		
7	5			
8	5			
9	5			
10	5			
11	—		WNW	
12	6	ESE	WNW 3	
53	5			
3491				
3924				
7415				

Lownd the B' — Draved by. Blue light. Saw the keep light. F. Tine.

Several sloops of War in the offing Made signal for convey to put into Port in line and to part company. Brought to & purring two men from the William who though attention all the way a, was not as sure on sig. This morning — and the surly old maske had found on shore at Portsmouth that poor Widow M. Leaneor instead of letting her go quietly up in the ship to Deptford. — (11) Shewed one drum to Flag ship in the Dorset — at noon came to in the Dorset in 8 pm 1. Toulard M. Hospital W. N. — Morned. Waited on the Admiral — No orders. Sent Geddes, Brinson, & Attackie to the Hospital.

Miles seen with convey from Quebec to the Dorset in 49 days. Miles seen with convey from Spithead to Quebec in 51 days. Total in this trip

32 days from Quebec, was necessary 19 remaining, to see belonging to Weston, at different times, but I must say without sufficient excuse, — in their case I sacrificed every other pursuit, and paid unremitting attention but a more disordered or perverted set (with a few exceptions) I never had the misery of conveying

Novem. 1899	Wind	Wear.	U.S. Sloop Blossom	Downes	Bar.	Novem. 1899	Wind	Wear.	U.S. Sloop Blossom	Downes	Bar.	Novem. 1899
♂. 7. th	ENE 6	cl. 90	Received some temporary supplies	29.89	49	h. 25	W. 4	cc	Dried sails			29.54 46
8. 8. th	ENE 4	B.	Waiting for orders.	30.24	52	o. 26	W. 4	cc	—			29.05 43
4. 9. th	SE 6 E 5	cl. 90	D. D. Landed the dollars	30.26	50	o. 27	E 6 W 1	cc	Completed the water, 3 weeks after being demanded!			29.55 42
♀. 10. th	ESE 5	cl. 90	D. D. Started salt water.	30.14	49	♂. 28	Sub 1 r 2	Fog.	—			29.81 38
h. 11. th	ESE 3	W.	Ordered to complete to 3 months —	30.03	44	8. 29	ENE 1	Fog?	Made signal for convoy to the W.			29.75 38
o. 12. th	E 6 W 3	cl. 4.	Sent out the jubilee allowance	29.77	47	4. 30	W 6 N 3	B.	Struck G.M.T.			29.75 38
o. 13. th	W 1	cc.	Drawing stow.	29.65	50	December						29.25 46
♂. 14. th	NE 4	B. 4 cl.	D. D.	29.57	52	♀. 1	W 6 N 4	cc	Up G.M.T. Dried sail.			29.56 50
♀. 15. th	N. 7	cc.	Got G.M.T. on deck	29.52	47	h. 2	W 6 N 4	B.	—			29.82 42
4. 16. th	W 6	B.	—	29.59	40	o. 3.	W 6 N 2	cc.	Struck G.M.T. —			29.39 49
♀. 17. th	W 6	cc.	Recd. a temporary supply of provis. and water, the Down lighters do not choose to come out.	29.33	40	o. 4.	W 6 N 4	cc.	One Guard — sent G.M.T. on deck.			29.80 43
h. 18. th	W 6 N 7	B.	—	29.58	36	♂. 5	W 6	5 B.	Up G.M.T. Dried sails			29.82 48
o. 19. th	W 6 N 7	cc. 1/2	—	30.03	40	8. 6	W 6 N 6	cl. 1/2	Struck G.M.T.			29.80 50
o. 20. th	W. 3	B.	Received the provisions —	30.30	33	4. 7	W 6	5 B. Fog?	Up G.M.T.			30.06 48
♂. 21. st	W 6 N 4	B.	— Dried sails	30.15	42	♀. 8	W. 6	5 B. Fog?	Completed the new sails.			29.52 50
♀. 22	W 6 N 6	cc.	Employed about the rigging	29.98	46	h. 9	W 6 N 3	cc	Loosed sails today — Struck G.M.T.			29.10 49
4. 23	W. 2	cc.	Recd. some addit. provisions	29.83		o. 10	W 6	3 B.	— Up G.M.T.			29.36 45
♀. 24	W. 5	cc	—	29.20	—	o. 11	W 6	5 cc. F.	—			

December 1809	Wind	Wear	Ums. Blossom	Downes	Bar.	Ther.
0. 12 th	SW 7	Se.	(1) am. Struck G th M th Braced up the yards. (4) Sent G th M th on deck. and Struck Top M th close down jib-boom and gaff. - Pitching violently - Drought both anchors ahead. (8) Small Bown Cable from chaffing the other parted, let go shut and bound $\frac{1}{2}$ cable more on B.B. ^r Made Sig ^c of our disaster to the Flagship, Noon. Moderate tton up sheet anchor (3) Rec ^d 2 new cables and 1 anchor from Dock Yard. - Is! Kenneth died of a concussion rec ^d by a fall. - Moored.	28.95 19		
	SW 7	Se.				
	MS ^o 5	Cl.				
2. 13 th	WSW 2	Cl.	Some Down Lighter Surpt on Small B ^r Cable, hon up the anchor and let them take the cable on shore.	29.14 43		
4. 14 th	WS 3	B.	Up Topmasts, G th M th & Dried sail	29.56 49		
	SW 7	Se.	(8) Down G th M th on deck. - Struck Topmasts and the wind backing to SW ^s Struck down G th close down & fore daff. 8pm. and cou to a cable & a half, but dragged till both went ast.	29.23 45		
29. 15 th	SE 9	4 1/2	Hon up Sm ^r B ^r - & into 1 cable on B.B. ^r	28.67 42 noon 28.79 44		
1/2. 16 th	Calm	9L	At noon not much wind yet parted B.B. ^r - let go Sm ^r B ^r - Found the former cut short off 20 fms from \rightarrow by a chalk rock. - Rec ^d a new cable from yard.	28.82 43		
	SW 5	Se.	In swaying up L th G th the M th G th gear broke, M th G th struck gannet slightly but broke short in wake of inner			

Decemb ^r 1810	Wind	Wear	Ums. Blossom	Downes	Bar.	Ther.
0. 17 th	SW 2	Se				
	Se	8	Se			
0. 18 th	WSW 4	9L				
0. 19 th	WNW 6	9L	Up Sm ^r & G th M th & loosed sail	29.15 45		
1. 20 th	WSW 3	9L	Made signal for sailing.	29.60 42		
4. 21 st	MS ^o 3	B.	Dried sails.	29.64 45		
0. 22 nd	WNW 3	B.H.		29.79 44		
1/2. 23 rd	WNW 1	H. 9L		29.73 40		
0. 24 th	ESE 1	9L	Made Sig ^c to prepare for sailing	29.73 40		
	ENE 3	Cl.	Noon. Weighed with 100 sail of transports & merchantships. and run out of the Downes.			
	NEW 6	Cl. Se	(8) Duncumb Light NEW ^r 3. (10) Do - ENE! -			
	NE 5	-	wind drawing forward let four	29.86 46		
			(12) Sounded 15 fms			

Dec.
1809

Wind Weat.

H.M.S. Blossom, Downes to Portsmouth

at noon
Barom. Ther.D. 25thWNW 5 DthThickening breeze. (3) Set Mth to draw
towards van — (8) Convoy much
scattered — up Coasters — Thurt.^s

WNW 5 E. G. W.

Mather made sig. to trace up
(8) Down up for the Downes some
sighted, most of the weather vessels

WNW 6 Dr.

stood on — 47 sail with us. — (10)
heard our number to the Caesar R.
Adm. Otway — Exch. number withR. Lyden — The teleg. "Holland evacuated".
(3) The tumbler who had been up with the
convoy when we did hauled her wind
off the ship. — (6) Brought up in

S. 2.

walrus road to off the east bearing
W.N.E. —D. 26thWNW 2 Dth G. L.

Single. Spent more instructions 29.63 42

D. 27th

WNW 1 Cl. G. L.

(11) am. Made Gen. Sig. weighed and
run out of the Downes. — S. Towland

Calm —

made sig. for Ensign's brig SE. saw her,
tried to make two sig. was big answer 29.67 44

(11) E. 1

my sig. to ask their opin. of her, they would
not and I could neither recognize

E. 5 Cl. G. L.

myself, nor force them to pay attention
without parting from my convoy, — the
negligent thiers they deserve a

WNW 4 Cl.

some logy — (8) Dungeness
W.N. 3 miles — The three passed
through the Convoy.

Dec. 29

Wind Weat.

H.M.S. Blossom, Downes to Port.

at noon
Barom. Ther.4. 28th

WNW 3 Cl. h.

Steering down Channel with a
large convoy. — Light breeze and
foggy weather. — (8 am) Decker, H?

WNW 4 Fy.

ENR. — Made sail towards van 29.95 45
of the Convoy Rear all safe — 107 sail
in company. At noon Otway Light

WNW 2 Fy.

sighted N.E. 5. — (4) Tacked
off Culm Cliff. (7) Came to at S. Hillier

W. 2 Cl.

Achille & Royal Oak there. —

D. 29th

W. 5 R. W.

Convoy all in I believe (9) might
and run up to Spithead — 7 ahead 29.59 47

— 7 1/2 R.

of R. William outside of her, — and

— 5 Cl. Cl.

moored. —

D. 30th

WNW 3 Cl.

Unbent G. L. Stud 5. 29.65 47

D. 31st

WNW 3 Cl.

Rec. order to call at Spithead 29.86 47

January 1810

D. 1st

WNW 4 Cl.

Preparing sig. for surveying Master 30.02 50

D. 2nd

SW 2 Cl.

Employed at Dock Yard. 30.08 46

D. 3rd

WNW 2 Cl.

Completed the Water. 30.03 49

D. 4th

SW 2 Cl.

Shipwright on board from Yard. 30.13 47

D. 5th

SW 2 Cl.

Shipwright and Carpenter on board. 30.17 46

D. 6th

SW 3 Cl.

Completed the Prov. to Chan. Serv. 30.17 45

1810 January wind local: UMS. Blossom				Spithead	Room Baum. Fin.
0	7 ^h	SE 4	2 cl. gl.	—	30.13 43
D.	8 ^h	SW 2	D. gl.	Shipwrights & Calkers on board.	29.83 43
0.	9 ^h	SW 3	cl.	Unwind a new main yard.	29.67 47
0.	10 ^h	SE 3	cl. gl.	Shipw. finished a new set of reports, head rails — leading stem & 4 th & — who reported a main deck beam sprung but they thought otherwise.	29.81 44
4.	11 ^h	SW 3	D. gl.	Calkers on Quickwork.	29.74 47
0.	12 ^h	SE 7	—	Rec? Sundry new spars from yard.	29.68 46
h.	13 ^h	ESE 8	6 H. gl.	Struck G. M. 1 st	29.74 37
0.	14 ^h	East 6	B.	Lipped Square Copjack & My S. 4 th	29.83 30
D.	15 ^h	E 4	Snow	Scraping after Calkers —	29.69 31
0.	16 ^h	NE 2	B.	S. —	29.65 30
0.	17 ^h	E 1	B.	Calking F. Cattle. — Loosed Sails	29.88 40
0.	18 ^h	SW 1	Dk.	Calkers finished having done Quickwork fore & aft, waterways, picketting, Pump & bad plans.	30.10 37
0.	19 ^h	NE 2	H. gl.	Painted the Mast and 4 th Deck.	30.12 44
h.	20 ^h	E 2	B. H.	Painting	30.06 38

1810 January wind local: UMS. Blossom				Spithead	Room Baum. Fin.
0.	21 ^h	No. 4	H. Cl.	Painting partially.	29.93 33
D.	22 ^h	No. 5	H. gl.	Scrubbed Hammocks	29.83 36
0.	23 ^h	No. 3	D. gl.	Loosed Sails.	29.96 38
0.	24 ^h	No. 4	gl.	Placed under the order of Capt. Ly sagl of UMS. Jamaica.	30.07 38
4.	25 ^h	NE 3	D. gl.	Cleaning &c.	30.10 36
0.	26 ^h	E 4	D. gl.	Paid 6 months wages.	30.19 35
h.	27 ^h	NE 2	gl.	Cleaning and preparing for sea.	30.11 34
0.	28 ^h	NE 2	D. gl.	—	30.11 30
D.	29 ^h	NE 4	gl.	Preparing for sea.	30.16 33
0.	30 ^h	ESE 4	cl.	Leut. Davis & Drafter joined the ship	30.25 35
0.	31 ^h	SE 1	cl.	Occ. emp?	30.26 43
February					
4.	1 ^h	SW 4	cl.	—	30.10 49
0.	2 ^h	SW 2	Jr.	Completed the water.	29.97 45
h.	3 ^h	SE 1	Jr. Dant	Completed the provisions —	29.64 47
0.	4 ^h	—	0 Dant	—	29.80 45
D.	5 ^h	SW 4	H. gl.	M. Marshall Purser joined	29.93 45
0.	6 ^h	SW 4	B. P.	Surrounding Victualling stores.	29.93 47

1810 February Wind local: W. M. L. Blossom Spithead Barom. Ther.

8. 7. 12 Sw. 5 D. H. Restoring hold after Purser's survey 29.93 45

4. 8. 16 WSW 5 Sr. Exercised the guns. 29.85 45

7. 9. 14 Sw. 3 Sr. Dk. E. Spunk G. M. L. Mined Trig. Cannoniers arrived 29.65 45

4. 10. 14 — 0 70? Unmoored. Up G. M. L. — 29.66 48

11. 11. 14 NE 6 Sh. (7) Hoon short, I had kept at Ryde 7th Major and made sail tow. 7th nudles. — At noon 29.65 45

— 4. H. Paped the nudles. — Whole S. E. 9th + nud 2nd 9th going from 5 to 3 knots.

5 Sh. S. P. Albani NE 6 W. 5 leaf. — Paped

— 4 7th the Pallard lights.

12. 12. 14 1 SW 2 Dk. Wind dying away (4) Calm. — Made

4. 0 0

6 W 1

noon. WSW 3 P. Schooner. (2 p.m.) In G. M. L. (4) In 3 reef. — S. 1st standing off.

2 — 6 CE. 12. At noon start W. W. 5 leaf. — (8) Close 29.26 47

3 — 7

9 — 8 — reefed the S. — (10) In 1st M. S. 1st and down 29.22

— — — to the No.?

13. 1. 14 1 WSW 8 El. 1/2 Up H. S. Set Storm W. W. 9 — Down G. M. L. (11) 29.14

6 — 9 (7) Set reefed Courses — Down G. M. L. Stand.

— Sh. in for the land — Kept away for Torbay 29.09 43

noon W 9 h. Sh. Hoon Bonyhead NE 6 W. 5. — (1) Hauled

close round the Bony, backed and brought

up in 7 p.m. Bony SE. Dix. Chumhorn Pic. H.?

6 — 7 Sh. Ankhoud here also Achille, Tonnant (4) 28.99

12 — 4 D. P. Hupae + Minerva — And far to lee.

the Antelope (with Mr. Ambaf. H. W. Williams)

1810 February Wind local: W. M. L. Blossom Spithead Barom. Ther.

8. 14. 14 — 0 B. C. Gale on — Up G. M. L. + yard — Hoon

10 — 14. 1 — short quite calm — (10) Weighed with

noon SE 3. — a very light air and cleared the fog. 29.24 45

3. WSW 3 D. CE Hoon Bonyhead NE 6 W. 2. — (3) Wind

came to the W. Tacked over. (5)

12. SW 4 Sh. In 2 reefs. Standing off for St. 1st tack.

15. 14. 14 1 Sw 3 Sh. (1) A suspicious sail to wind? Tacked

3. S. 3 Sh. after her, fired 2 Guns, boarded a

4 NE 4 2. watched Hoon from Valentia — Made

sail to the W. — Paped a small

8 NE 7 Sw. Convoy going up Channel. — (8) The (8) 29.54 40

9 — 9 Sw. Achille + Tonnant paped to the S. 1st Hoon

+ putting in 3 reefs. — Start. Ed. 3 miles

10 — 9 1/2 Sw. (9) Blowing too hard + too thick snow

to run for Talmouth — Tucked all the

sails, set Storm W. W. 9. — Down G. M. L.

+ G. M. L. on deck. (11 1/2) Clearing away

a little — Down up set H. + M. S. 9. and

7. S. — Eving 10 1/2 — Hoon Ramth. H. 9. 1 29.57 36

3 p.m. Paped the Deadman, took in a

pilot set W. S. 3 3/4 tacked into Tal-

morth Tacked over. 5 1/2 7. in 10 p.m.

1st Mawr Castle ENE. 1/2 mile — Made

sig. for Med. Convoy. Phoebe here. (8) 29.86 37

Coast sig. for Mar of War or show let

as direct. — (10) Found out it was off Land. ind.

16. 14. 14 1 WSW 3 D. C. Up G. M. L. + yard Hoon short to go

6 — 0 — in want of the above vessel. but quite calm. — 29.99 46

1 p.m. SW 2

At 1 p.m. a light breeze a W. Weighing when Hoon came in, Sen. Officer, the pro-
posed going behind as I was attached to Convoy. — But from information by a brig who saw a King's
brig of War forenoon off Bony some he was not so. — (2) Run up into Camy Road and moved

H.K.F. Course Wind local. 4.17.16. Feb. 1810.

Shut. Blossom

1	SW	3	H.
2	—	—	—
3	NE	6	1/2 H.
4	—	—	—
5	—	—	CL.
6	—	—	—
7	—	—	—
8	ENE	4	—
9	—	—	—
10	—	—	—
11	—	—	—
12	—	5 P.	—

Cleared Haws.

Made Convo. Sig. Prepara for sailing

Unmored (Sig. Post making private Sig. that Convo was coming) — (9) Sparrowhawk appeared in the offing made Sig. to high — Phew and Convo for Cork sailed —

Weighted and made all sail to join the Convo to leave? — One 5 Tail following

Draft of Water

both 27 up.

F. 14.6 about 4 months
A. 14.7. Provision on board except head 65 days.

Bac 30.03

Then 42, Sea 46

Sick 9.

Water 32 Tons.

Var. 25.7 W.
Bin. 19.3 W.

1	ENE	5 P.
2	—	—
3	SW	W.
4	—	—
5	SW	W.
6	—	—
7	—	—
8	—	—
9	—	—
10	—	—
11	—	—
12	—	—
34	—	—

all sail running down to join Convo
Brought to waited on the Commodore
(2) Down with 27 Convo, Jamaica, Jamaica
B. h. Blossom & Sparrowhawk — several transp.
with 4. & 28. reg. on board.
(3 1/4) Lizard h 32. W. 4. (4. 1/2) 7 miles Black
head h 16. E. — Took our Stat. on
D. C. Laid out 1/4 of Convo. — Gun Sig. to start
WSW. — In 2. rups. Unbent the cables
and stowed the Anchors.

Set Tonsail

Commodore W.S. 2'

H.K.F. Course Wind local. 0 18. Feb. 1810 To Gibraltar

1	1 5	SW	W.	2	B.C.
2	5	—	—	1	—
3	5	—	—	—	—
4	—	—	—	0	—
5	—	—	—	—	—
6	—	—	—	—	—
7	—	—	—	—	—
8	—	—	—	—	—
9	1	SW	W.	1	CL.
10	3	—	—	2	—
11	2 5	—	—	3	CL. 8.
12	2 5	—	—	—	—
10.	—	—	—	—	—

Detached B. & W.

Squadron.

Jamaica — 24 — Arth. Lyaght
Jason — 32 — Hon. Sa. King
Blossom — 18 — Little i.
Sparrowhawk 18 — Sa. Pingle.
only to Gibraltar
+ 28 Convo.

Gun Sig. to tack. — St. Jib & 9 Yails

Sounded 56 fms. fine sand & broken shells

Latitude N.

49. 24 1/2 Obs. —
49. 30 au. a. Bear. Sig. 3 1/2 pm 5. 38
Sounding at noon. 5. 20.

Bac 30.09
Then sh 47
Then sea 49
Sick 9
Water 31 1/2

1	3 2	SW	W.	4	CL.	Detached B. & W.	Actaion & Eclipse
2	4	—	—	—	—	Commod. sent a	high passed through
3	5 5	SW	W.	5	—	boat here — Tilled	the Convo.
4	5	—	—	—	—	Set the same sail	—
5	5 4	—	—	—	—	with him — Trimmed all	Sig. to start
6	5 5	SW	W.	—	—	the shot on mo. forward +	WSW if fair wind
7	4 3	—	—	—	—	then drew on him. up the 5.	at night
8	3 8	—	—	—	—	In 3. rups.	5. pm. Scilly h. m. v.
9	3 5	SW	W.	—	—	—	about 7 lea.
10	3 6	—	—	—	—	—	—
11	3 8	—	—	—	—	—	—
12	4 8	SW	W.	—	—	Jamaica WSW. 1'	—
52	4	—	—	—	—	—	—

HKT Course Wind Heat D. 19. Feb. 1810

Wm. Blossom

1 5. SWW 1/2 W. NE 5 P. 3.4 up to 8. & 7.5

2 5. S. P.

3 5.

4 5.

5 4 2 NE

6 3 8

7 4 2

8 4.

9 5 5 W 5

10 6 2 SW

11 5. SWW 1/2 W

12 4 5

57.4

Var. W	Latitude N.	Longit. W	Barom.
all over	48. 31 1/2	Obs. —	29.96
20.	48. 40	Aut. Selly 5 pm. 6. 54	Thermom. Sea 50 Sh. 49 Sick 10 Water 31.

1 5. SWW 1/2 W NE 5 P. Asked permis. to hoist out boat, yawd
over to Jason and sent Capt. King the
papers. — Yawd back —

2 5. W 1/2 N. ENE

3 6. SW 1/2 S.

4 6. SWW 1/2 W.

5 5 9

6 5 5

7 6 5

8 6.

9 5.

10 7.

11 6 5

12 5 2

69.6

28 Convoys in Co.

Out 3. & 2. up. Set W. & G. 4. and yawd
amongst rear to capture the Commodore's
Signal to make mount sail.

up 7.5. In G. 4.

Jamaica W 5. 2.

Gen. Sig. to steer WSW.

a strange ahead. In 2. up

Spoke an American bound a few hours
ago by a French privateer, but an Eng.
frigate chased him — Jamaica ex-
amined him.

Jamaica W 1/2 W. 2.

HKT Course Wind Heat D. 20. Feb. 1810 Eng. to Gibraltar

1 5. SWW 1/2 W. E. 5.5 P. C. 3 D. up to 8. yawing a trawing by

2 5.

3 5 5

4 6.

5 6.

6 5.

7 4 2

8 5 5

9 2 8

10 8 8

11 10.

12 10.

76.8

76.8

76.8

76.8

76.8

76.8

76.8

76.8

76.8

76.8

76.8

76.8

76.8

76.8

76.8

76.8

76.8

76.8

76.8

76.8

76.8

76.8

Var. W	Latitude N.	Long. W.	Barom.
all?	46. 51	Obs. — 9. 2	30.05
20.	46. 51	Aut. — 8. 55	Thermom. Sea 48 Sh. 48 Sick 10 Water 30 1/2.

1 9 6 SW 1/2 W. SE. 6 1/2 P. C. (1) In course of mails Sib and Drion to
wind. of Convoys.

2 6.

3 4.

4 4 5

5 4.

6 7.

7 6 4

8 6.

9 5 6

10 5 2

11 5 6

12 5 4

69.3

69.3

Var. W	Latitude N.	Long. W.	Barom.
all?	46. 51	Obs. — 9. 2	30.05
20.	46. 51	Aut. — 8. 55	Thermom. Sea 48 Sh. 48 Sick 10 Water 30 1/2.

1 9 6 SW 1/2 W. SE. 6 1/2 P. C. (1) In course of mails Sib and Drion to
wind. of Convoys.

2 6.

3 4.

4 4 5

5 4.

6 7.

7 6 4

8 6.

9 5 6

10 5 2

11 5 6

12 5 4

69.3

69.3

Var. W	Latitude N.	Long. W.	Barom.
all?	46. 51	Obs. — 9. 2	30.05
20.	46. 51	Aut. — 8. 55	Thermom. Sea 48 Sh. 48 Sick 10 Water 30 1/2.

1 9 6 SW 1/2 W. SE. 6 1/2 P. C. (1) In course of mails Sib and Drion to
wind. of Convoys.

2 6.

3 4.

4 4 5

5 4.

6 7.

7 6 4

8 6.

9 5 6

10 5 2

11 5 6

12 5 4

69.3

69.3

Var. W	Latitude N.	Long. W.	Barom.
all?	46. 51	Obs. — 9. 2	30.05
20.	46. 51	Aut. — 8. 55	Thermom. Sea 48 Sh. 48 Sick 10 Water 30 1/2.

1 9 6 SW 1/2 W. SE. 6 1/2 P. C. (1) In course of mails Sib and Drion to
wind. of Convoys.

2 6.

3 4.

4 4 5

5 4.

6 7.

7 6 4

8 6.

9 5 6

10 5 2

11 5 6

12 5 4

69.3

69.3

Var. W	Latitude N.	Long. W.	Barom.
all?	46. 51	Obs. — 9. 2	30.05
20.	46. 51	Aut. — 8. 55	Thermom. Sea 48 Sh. 48 Sick 10 Water 30 1/2.

1 9 6 SW 1/2 W. SE. 6 1/2 P. C. (1) In course of mails Sib and Drion to
wind. of Convoys.

2 6.

3 4.

4 4 5

5 4.

6 7.

7 6 4

8 6.

9 5 6

10 5 2

11 5 6

12 5 4

69.3

69.3

Var. W	Latitude N.	Long. W.	Barom.
all?	46. 51	Obs. — 9. 2	30.05
20.	46. 51	Aut. — 8. 55	Thermom. Sea 48 Sh. 48 Sick 10 Water 30 1/2.

1 9 6 SW 1/2 W. SE. 6 1/2 P. C. (1) In course of mails Sib and Drion to
wind. of Convoys.

2 6.

3 4.

4 4 5

5 4.

6 7.

7 6 4

8 6.

9 5 6

10 5 2

11 5 6

12 5 4

69.3

69.3

Var. W	Latitude N.	Long. W.	Barom.
all?	46. 51	Obs. — 9. 2	30.05
20.	46. 51	Aut. — 8. 55	Thermom. Sea 48 Sh. 48 Sick 10 Water 30 1/2.

1 9 6 SW 1/2 W. SE. 6 1/2 P. C. (1) In course of mails Sib and Drion to
wind. of Convoys.

2 6.

3 4.

4 4 5

5 4.

6 7.

7 6 4

8 6.

9 5 6

10 5 2

11 5 6

12 5 4

69.3

69.3

Var. W	Latitude N.	Long. W.	Barom.
all?	46. 51	Obs. — 9. 2	30.05
20.	46. 51	Aut. — 8. 55	Thermom. Sea 48 Sh. 48 Sick 10 Water 30 1/2.

1 9 6 SW 1/2 W. SE. 6 1/2 P. C. (1) In course of mails Sib and Drion to
wind. of Convoys.

2 6.

3 4.

4 4 5

5 4.

6 7.

7 6 4

8 6.

9 5 6

10 5 2

11 5 6

12 5 4

69.3

69.3

Var. W	Latitude N.	Long. W.	Barom.
all?	46. 51	Obs. — 9. 2	30.05
20.	46. 51	Aut. — 8. 55	Thermom. Sea 48 Sh. 48 Sick 10 Water 30 1/2.

1 9 6 SW 1/2 W. SE. 6 1/2 P. C. (1) In course of mails Sib and Drion to
wind. of Convoys.

2 6.

3 4.

4 4 5

5 4.

6 7.

7 6 4

8 6.

9 5 6

10 5 2

11 5 6

12 5 4

69.3

69.3

Var. W	Latitude N.	Long. W.	Barom.
all?	46. 51	Obs. — 9. 2	30.05
20.	46. 51	Aut. — 8. 55	Thermom. Sea 48 Sh. 48 Sick 10 Water 30 1/2.

1 9 6 SW 1/2 W. SE. 6 1/2 P. C. (1) In course of mails Sib and Drion to
wind. of Convoys.

2 6.

3 4.

4 4 5

5 4.

6 7.

7 6 4

8 6.

9 5 6

10 5 2

11 5 6

12 5 4

69.3

69.3

Var. W	Latitude N.	Long. W.	Barom.
all?	46. 51	Obs. — 9. 2	30.05
20.	46. 51	Aut. — 8. 55	Thermom. Sea 48 Sh. 48 Sick 10 Water 30 1/2.

1 9 6 SW 1/2 W. SE. 6 1/2 P. C. (1) In course of mails Sib and Drion to
wind. of Convoys.

2 6.

3 4.

4 4 5

5 4.

6 7.

HKF Course Wind Weather 23rd Feb. 1810 HMS Blossome

1	3	S ² W ¹ WSH ⁴ 5 P.	B. then in Tow	D th up'd S. Comm.
2	2	5	In 4 Vails	
3	3	SW ⁴		
4	3			
5	3		Up m th sail	
6	2	SW ⁴ WSH ⁴ P.h.	Sent our gang back to the B. then	
7	3			
8	3		Up m th sail	
9	2	6		
10	2	4		
11	2			
12	2			
31	5			

Variation W.	Latitude N.	Longitude W.	Bar.
Incl. 4 th 5 th am	43.18 - Incl. 4 th 5 th am	30.05	30.05
24.58	43.17 - Incl. 4 th 5 th am	30.05	30.05
20 th	43.17 - Incl. 4 th 5 th am	30.05	30.05

1	2	5	SW ² W ¹ W ⁴ 4 th P. L	SW ⁴ 4 th
2	4	5		
3	3	5		
4	4	2	SW ⁴ W ⁴	SW ⁴ W ⁴
5	—	—	SW ⁴ W ⁴	SW ⁴ W ⁴
6	2	—	SW ⁴ W ⁴	SW ⁴ W ⁴
7	2	—	SW ⁴ W ⁴	SW ⁴ W ⁴
8	3	4	SW ⁴ W ⁴	SW ⁴ W ⁴
9	3	—		
10	3	5		
11	1	5	NE ⁴	NE ⁴
12	2	—	SW ⁴	SW ⁴
33	6	—		

HKF Course Wind Weather 24th Feb. 1810 HMS to Gib.

1	4	SW ³ W ¹ WSH ⁴ 3	Tog. SH ⁴	B. then in Tow
2	4			
3	2	8		
4	2	8	SW ⁴ W ⁴	
5	2			
6	1			
7	1			
8	1	4		
9	1			
10	5			
11	3	4	SE ⁴ E ⁴	
12	4			
30				

Variation W.	Latitude N.	Longitude W.	Bar.
Incl. 4 th 5 th am	41.59 - Incl. 4 th 5 th am	30.21	30.21
24.58	41.59 - Incl. 4 th 5 th am	30.21	30.21
20 th	42.20 - Incl. 4 th 5 th am	30.21	30.21

1	2	5	SE ⁴ S ⁴ WSH ⁴ 2	Tog. SH ⁴
2	3	5		
3	1	5		
4	1		SW ⁴ W ⁴	
5	—	—		
6	—	—		
7	—	—		
8	—	—		
9	—	—		
10	—	—		
11	2	—	SW ⁴ W ⁴	
12	1	4		
12				

HKF Course Wind Heat. 0 24th February 1810 HMS Blossom

1	2	W ^W 12 E ⁴	2	Tog.	Single reefed S. &c.
2			0		
3	16	W ^W 12 E ⁴	1		
4	24				
5	3		2		Heard the Conroy Gun
6	32	W ^W 12 E ⁴			do
7	34				do
8	37				Joined the Rear of the Conroy.
9	32		4	Tog. with	
10	4			interval	
11	6	W ^W 12		of clear	
12	52				Our try to examine Spaniards SE. made
37	7				all sail by the wind on S. &c. Jack.

Var. W Latitude N. Long. W. Bar 30.14
 all? 41.10 - Obs. -
 20. 41.21 - Act. - 11.3
 Then Sk. 55. Sea 50
 S. 10
 Water 29.

1	45	26 N ^o	SE ⁴	4 P. M.	(1) Tacked and examined an English brig
2	1	W ^W 12	SW ⁴	3	from which sailed the 19 th - French being
3	14	-	W ^W 12	1	Cadix - 4 English ships - 11 Spanish sent
4	1				outside of them. Made sail after (on)
5	1	W ^W 12	S ^o		
6	15				In 1 st cup
7	3	W ^W 12	SE ⁴	2	
8	55	W ^W 12	SE ⁴ E ⁴	4	
9	4				
10	8			4 1/2	Eng. with Commodore. Shot Tail, In 2 nd cup
11	6	W ^W 12	SE ⁴		
12	5				Jamaica W ^W 12
37	4				

HKF Course Wind Weather D 26th February 1810 To Gibraltar

1	58	W ^W 12	SE ⁴ E ⁴	4 1/2 H.	Single reefed S. &c.
2	5		SE ⁴ W ⁴		
3	3			3.	
4	2				Set M ^W Tail
5	3				
6	25				
7	5	W ^W 12	SE ⁴ W ⁴	5 H. 1/2	Our try to chase S. made sail by the
8	5				wind - The champion transport would not
9	8	W ^W 12			ledge out of our way though sailing with all
10	78				sail in chase by the wind gave him a clew on
11	6	W ^W 12	S ^o	5 1/2	passant, broke his boom & then his boat, and
12	58	W ^W 12	S ^o	6	forced him to leeward out of our way - Our
58					try to examine Spaniards W ^W 12 (8) Down up made

Lat. N Long. W. Bar 29.83 - Ther { Made 60
 40.10 Obs. Sea 57. Water 28. S. 10.
 40.18 - Act. - 12.0.

1	4	W ^W 12	SW ⁴	6 H. A.	
2	35				K
3	5	SE ⁴ W ⁴	SW ⁴	5	K Out 2 nd cup S.
4	5	W ^W 12			K
5	24	SE ⁴ E ⁴	SW ⁴		
6	24	SE ⁴		4	Convoy W ^W 12 8.
7	26	SE ⁴ E ⁴			
8	2	SE ⁴ W ⁴	SW ⁴		
9	25	SW ⁴	W ^W 12		Up W ^W 12 In 2 nd cup S. - In 1 st cup
10	3				Taken aboard by Capt. Ross, chapelled
11	15				
12	1				
35					

H.K.F. Course Wind Weather & 27th February 1810 Wm. St. Blossom

12	SE	SWW 4 B.h.	Drumfed 8 th 7 th 1 st 2 nd 3 rd 4 th 5 th 6 th 7 th 8 th 9 th 10 th 11 th 12 th
225	S		
325			
41			
514	SE		3 Set 9 th 10 th
62	SE	WSW	
714	S		2
814	SE	WSW	
92			
10			Went on board Commod. with the intelligence of last Sunday.
11			
1227	SE		3 Gen. Sig. to try rate of sailing - Made all sail by the wind with all the Squad.
19			

Var. of W. Latitude N. 24th am. 39th 38th - Observed - 11th 10th 20th 39th 35th - Accth - (24th) 11th 41th Bar. 29.92 Ther. 58.59 Suck 10 Water 27. Eth of Accth in 3 days. 31 = 23 miles

15	SE	SWW 3 ¹ / ₂ B.h.	All sail by the wind trying sailing with the Squad.
252			
352	S	WSW	Blossom fairly beaten 1 ¹ / ₂ miles by all the Squad. 8 inches out of time
43	SE		(3) Brought to by Sig. Commodore sent a boat to me with order - Down of kept 2 pts. fore & made all sail & parted Company - (Going to apprise Adm. Parris that the 4 th & 28 th reg. & Provision ships were in the Convent if he wanted them to defend Cadix)
565			In 1 st Gulf
666	SE	WSW	
76	SE	W	4
858			
955			
106			
116			
126	SE	WSW	
668			

H.K.F. Course Wind Weather & 28th February 1810 - To Cadix

15	SE	WSW 3 B.h.	Single reefed 8 th Royal &c
24	SE	W	2
327			
43			
515	S	W	1 Outrigger set Stud. Sails
615			
715			
817	SE	NE	Chaining Weather after an English Winter.
91			
10-5			Out boats filled double banks of oars &c.
11-5	SE	W	Ship's company bathed.
12			

23rd Latitude N. Longit. W. Bar. 30.12 Ther. 60 Suck 10 Water 26¹/₂ Var. of W. am 38th 18th - Obsth - 10th 21st 22nd 46th W. 38th 19th - Accth - 10th 16th 22nd 2nd

1			B.h.
2			In boats
3		Head SW	
4			
51	S		1 Saw the rock of Lisbon faintly ENE & E In 1 st Gulf
65	SW		
7			
8		Head North?	
9			
10			
111	S	SE	1
121	SW	SE	1
35			

H.K.F. Course Wind Weather 4. 1st March 1810

Blossom

1	5	SW ²	SE ⁴	1	D.L.	Single reefed S. Royal 4 th
2		Head W ²		0		
3						
4	2	SW ²	SE	1		
5	3			2		
6	2					
7	3	SW ²				
8	3	SW ²	SE	3		
9	5	SW ²	S	4		
10	6	SW ²	W			
11	6					
12	3			5		
34.2						

In Royal flying jib—

Brought to & boarded an American from
Buenos Aires with fish.

Var. all? Latitude N. Longitude W.
W. 37.43 - Obs. — 10. 26.
21. 37.49 - Acc. — 10. 43
Meaning last Entry 10. 28

Bar 30.05
Ther. 60, Sea 58
Water 26
Wind 11.

1	7	SW ²	SW ²	5	D.L.	Single reefed S. Royal 4 th
2	6	SW ²				
3	5	SE ⁶				
4	2	E ⁴	from SE	1		
5	3	SE ⁶	to SW ²	3		
6	2					
7	2	SE	SW	2		
8	3	SE ⁶	SW			
9	2	SE ⁶	SW	3		
10	3	SE	SW			
11	3	SE	SW			
12	3	SE	SW			
45.2						

H.K.F. Course Wind Weather ♀ 2nd March 1810

W. Cadiz

1	3	SE ⁶	SW ²	3	Oh	Single reefed S. Count 2 nd 4 th
2	3	SE ⁶	SW ²			
3	2	SW ²	SE			
4	3					
5	2					
6	3					
7	4					
8	5					
9	5					
10	5					
11	1	SE ⁶				
12	5					
54.3						

Monhigun SE⁶ E⁴ E¹—

A ship towed? Oct 1st up S. Royal 4th

4 a.l. Exchanged Number with the
Whiting Schooner.

A Spanish Corvette passed to windward
about one mile—the vessel not answer French
flag—Very much to warn him of the French being in
possession of all the coast except Cadiz—heard a shot
fired & fired a few gun—sighted ship—at noon
he brought to, sent a boat on board of him the

Lat. Obs. 37.35 - Monhigun SE⁶ E⁴ E¹.

Long. Obs. 9.43. W.

Bar 29.87
Ther 60. Sea 58
Wind 11
Water 25

1	1					Palomb from the Havannah—the came on board afterwards—expressed a wish to keep company with me—1 st made sail
2	1	SE ⁶	SW ²			
3	3	SE ⁶	SW ²			
4	4	SE ⁶	SW ²			
5	4					
6	3					
7	3	SE ⁶ E ⁴ E ¹				
8	2					
9	4					
10	4					
11	3	SE ⁶				
12	3	SW ²				
37.3						

In 1st trip Spanish Corvette 5. afternoon

A Vessel W. E. with a light

K. and heard a rocket to one Span^{ish} ship

H.K.F.	Course	Wind	Weather	h. 3 ^d . March 1810	Blossom
1 3 5	SW ²	SE ¹	2 Cl. L	Single mps. 2 1/2 9 &c.	
2 2 5					
3 2 5	SW ²				
4 2	SW ²	SW ²			
5 1 2	SE ²	SW ²			
6 6 5	SE	NE			
7 7 6	SE ¹	NE ²	1		
8 8 8		NE ¹	2		
9 9 5		SW ²			
10 1	SW ²	SE ² E ¹	1		
11 1					
12 1					
17					

K. Two a Rocket to our Spanish friend
 Spanish courses down NW² - Land E
 Two ships & a Schooner to the S.
 Boarded an American from Madras
K. Wind all round the Compass

Latitude N. 36. 52 - Obs.
 Bearings Cape St Vincent
 ENE & E Comp.
 7 h
 Bar. 29.69
 Ther. 61
 60° to
 Sick to. Water

1 2	SE	NW ²	2 Cl. L	Made all sail.
2 2 1 5				
3 2				
4 2				
5				
6 1 6	SE ² E ² W ²	1 b. h. hr.		
7 1 6				
8 1				
9 1	SW ²			
10 1				
11 2	NW ²	5 sq.		
12 1		2		
16.7				

A confused swell.
 In 2^d & 1st mps. - The barom. and
 sundry appearances indicate a Gale.
 In 2^d & 3^d mps. and 9 sails - & jib -

H.K.F.	Course	Wind	Lat. 4 th March 1810	To Cadiz.
1 4 2	SE ² E ²	SW ²	4 Cl. Hr.	Submerged S. & Foul sail
2 5			6	
3 5 2				Set jib -
4 6				
5 7 2				
6 9				
7 9	WS ²	7		
8 9 8				
9 10				
10 9 5				
11 9	SW ²	8		
12 7 6	SW ²			
91.5	SW ²			

Shrouns and Squalls

Down jib - Saw land to the NE²
 Set mainsail & jib & 9th perhaps
 possible it may become firm towards the
 afternoon I will therefore push on.
 Spoke a Schooner br. & a ship from Cadiz
 the latter sailed Oct. 4 p.m. English Fleet then.
 A heavy squall in 2^d mps. Close up to 1 m. S.
 Set M. sail & up to 1st - Set 1st & M. 1/2

Var. all round W.
 21°
 Latitude N. 36. 19 - Acc. & Bearings
 7. 13
 Bar 29.51
 Ther. 58
 Sick - 10
 Water 23

1 6	SE ²	SW ²	7 Sh. Hr.	Close up to 1 st m. S. up to 1 st & M. 1/2
2 6 8			try hard	
3 7 4				
4 7 6				
5 8 2				
6 4 5				
7 1 5	WNW			
8 1		6 1/2		
9 1 5				
10 2 5				
11 2 2				
12 2 3				
51.5				

Down 9 yards and made.
 Running to make the land
 No land hauled off in 30th m.
 Saw Cadiz & House E. about 9 miles
 48 fms

H.K.F. Conveyance Wind D 5th March 1810

Wind Blossom

1 2 - 1/2 NW 2 S.W. 7th 7th 7th
 2 1 - NE 2nd 2nd 2nd in 63 fms
 3 2 5
 4 2
 5 2
 6 2
 7 2 5
 8 2 4
 9 2 5
 10 7. NE
 11 3 5 NNE
 12

Don up to look for the land - San S. Sebastian Lighthouse made sail

h.sh. 7th in Cadiz bay (in an outside berth expecting to sail imm'd.) 7th E.P. of the Porques W. S. Mole head S 3/4 W.

1285 Miles run from Portmouth to Cadiz (Part with Convoy) in 16 days

Carried Capt^y by Capt^y's letter (vide 27th ult.) to V. Adm. Purvis - Found here Atlas, Temeraire, Zealous, Triumph, Bulwark, Invincible, Tourmalin, Achille, Antelope, Manilla, Ethalion, Minerva & Tuscan - And a perfect forest of Merchant Shipping - beside 3 Spanish the dukiest twentyfour & four frigates in the outer road. - V. Admiral would not decide without Minister's concurrence - Went to him - not within Prodigious heavy showers, & squalls.

Bar. { 8. 29. 51
 { 8. - 52
 Ther. 11. 61 Jan 58
 Water 22
 Sick - 10

18090 March 5th

Wind Weather Stns. Blossom - Cadiz Bay. Bar Ther

5. 6. 1st Thick threatening weather brought in 5 of the Jamaica's Convoy - they report that the whole Convoy was last night very near Trafalgar Shoals - sent for a Pilot as I had now rec^d an answer but he would not come off till the weather moderated. - 8 pm
 I returned from the Adm^l just before a heavy gale set in both Lieutenants (4) 29. 45 59 on shore - Struck imm'd. 2nd yards and Top m^t close down, G m^t on deck. Heavy sea rising - Let go B.D. and went to 1st Call on Am^l Bown.

8. 7. 1st 8 Sh. Sq Ship rising hard. - At daylight loading on D.D. rudder this! & cable much hurt cut and splined it and hoisted up 7th Mon moderate - Short? 81 29. 53 58
 8. 7. 1st 9 Sh. Sq in Sm^l D. - At 10 O'Clock again very hard in coming again to 1st Call parted Sm^l Down about 30 fms from 7th - Rudder by looks 29. 50 57 almost through let go D.D. & then Short & brought up with 1st Call on P.D. & 2/3 on sheet. - Went Sm^l D. Call to Stream Anchor backed by kedge, backed by 32 P. 29. 46 57
 Cannonade for a last stand by - kept head continually applying fresh Rounding & freshening haase - Got the down yard 29. 56
 for & aft on the Yards - Ship rising very hard 29. 53

at daylight 8. 7. 1st 9 Sh. Sq in Sm^l D. - At 10 O'Clock again very hard in coming again to 1st Call parted Sm^l Down about 30 fms from 7th - Rudder by looks 29. 50 57 almost through let go D.D. & then Short & brought up with 1st Call on P.D. & 2/3 on sheet. - Went Sm^l D. Call to Stream Anchor backed by kedge, backed by 32 P. 29. 46 57
 Cannonade for a last stand by - kept head continually applying fresh Rounding & freshening haase - Got the down yard 29. 56
 for & aft on the Yards - Ship rising very hard 29. 53

1810
 March Wind weat. M.M.S. Blossom Cadiz Bay

4.8.th NW 9 M. Th. Extremely hard gales of wind, but
 left rain - Ship riding exceedingly hard
 8 am it began to moderate and the wind
 fell gradually through the day, a most
 mountainous sea however still tem-
 bling in and ships still passing & going
 on shore. 4th pm. Went in the D.D. to keep
 the ship clear of a transport when the
 short cable (by which we had principally
 rode the gale) came taut it came home
 how it is found the ring of the anchor had
 broken and drawn out of the puddening which
 came in! - Sent a boat to Adm^l to say
 we were riding by our last anchor - he
 informed that the Demerain's Steam 18th W.

7.9.th SE 1 H. Gr. Stayed up Yard & I M^l Capt
 for the lost small B^r hauled the ship
 out to it and hoisted it up - returned
 the Demerain's Steam 17 - Found all
 the latter much rubbed by rocky ground
 The Portuguese 74 & the Glorioso were burned

12.10.th SE 1 B. Gr. The heavy swell still rolling in
 all the mules of M.M.S. Vesp^l hauled
 plundered & burned by the French - who
 have kept up a heavy fire on the Conception
 & S. Rafael - which there is some idea of
 saving - I offered the Span. adm^l to get
 the French off with the Blossom alone if he
 would give me her com^d. - But perhaps it
 is the best thing for the Country to see them all burned
 Shifted our berth further in - 8th pm
 in - 8th pm

*The Conception
 120 - Glorioso 74
 S. Rafael 74
 8 frigates s. SW 8
 Spanish 80
 1 Portug. 74 (Montana)
 2 Spanish 74
 7 M.M.S. ships
 in all about
 35 Sail had 4 SW 6 Gr.
 been driven in
 shown a powder
 in the gale 8 pm - 2
 all the Eng.
 ships of War
 had held fast.*

H.R.I. Course Wind 11th March 1810 Cadiz to Gibraltar

8th 1
 No water nor
 fuel but to be
 got -

At noon Rec^d my orders - Made sig^t to
 weigh.

1 SE 2
 Weighed anchor outside the Rocks and brought
 to for convey -

2
 3
 4
 5
 6 SE 4
 7 2 SW
 8 4
 9 3 5
 10 3 SW SE 6 E' 27 pm
 11 2 3 25 pm
 12 3 6 27 pm In 3.4 cups 8th

17.8

HKE	Course	Wind	Dist.	Lat.	Long.	Remarks
12	SW	SE	6	B.L		6. Convoys in Co
226						
33			7			
43						
52	So	ESE	8	1/2		Up W. Close up the S.
627						Set W.
726			7	B.C.		Split the M. S. but a new one
83						
954	SE		6			
1034	SE	E				
113			5	B.L		
1224						
35						

Seavine to
Cape Spatol
NESE: E. 5 leagues

Bar. 29.94
Ther 64
Sik 11
Water 18

124	SE	E	4	B.L		6 Convoys in Co
23						
335						
42	NE	ESE	5			
514			4			
624	NE	ESE	5			C. Spatol E. 5 leagues
725	NE	E				
825	NE	ESE	6			
928	NE	ESE				
103			6			
1135						
123			5			50 fms Tacked
32						

HKE	Course	Wind	Dist.	Lat.	Long.	Remarks
12	So	ESE	5	B.L		6 Convoys in Co.
225						
33			6			
435	SE					
532						
636	NE					
736						
833	ESE	SE	5			Sounded towards the shore no sound being laid down in Chock twist Tufalga & Tariffa - Vide Book -
94						
104	ESE					
115	E					
125	SW		4			off in 17 fms 1/2 mile from Torre de Sara.
427						

Seavine
Cape Plata NE
6 miles

Bar. 29.85
Ther. Sea 60. Air 64
Sik. 12
Water 18.

13	SW		4			Sounding in shore - Observed about 200 Cavalry on shore - Blue & red, not seen whether French or English, did not fire at them (3) Tacked off & made Convoy close up courses.
236	ESE					A frigate run to the W. from Tangier Bay.
325	SW					
42	SW					
52						
623						
725	SE		3			
825						
925						
102	NE					off Cape Malabat
112						
1222						Tariffa NW. 4.
30						

H.K.F. Course Wind Weather & 14th March 1810 Wm Blossom

1	25	NE	ESE	3	B.C.H.	3	Detached S. —	Convey all cargo
2	2	SE	E					Sail part us — they will all be dis-
3	2							part the work
4	2	NE	ESE					Out 2. Subst. Lt 94 th Gibraltar and E. W.
5	2	NE						up —
6	25							Two Portuguese frigates in sight — all the
7	3							Convey carried up by the vessel — which
8	35							for came on suddenly. — Stood at Gib
9	28							Last four. —
10	2							Light breeze hardly stirring the
11	25							current.
12	29							
1	2							
2	25							Saw South Signal Post on the Tow Yard
3								Papad Europa P th Toward in to Gib
4	192	miles from						Tag and 17 th in 32 fms. Moor'd B.D. in
5	1285	Talm. to Cadiz 1824						Off new mole E. 1/2 mile.
6	1477	Hotel Talm. to Gibraltar 1924						Found here Wm. Undaunted, the
7								Jamaica, Jason, Spanonbeck, Meander
8								& Escar, and a Portuguese 14 th frigate.
9								
10								
11								
12								

1810 March Wind Weather H.K.F. Blossom Gibraltar Bar. Ther.

4	15	WNW	2	B.L.				Watering in a great hurry, ordered	29.76	64
								to carry some Transports and fasten		
								side to Cadiz		
7	16	W	1	B.L.				Watering — Muske came in, she		
			4					was ordered to take transports to	29.64	66
								Cadiz — Towed the rigging — Rec. Prov.		
4	17	W	3	B.C.				Towing, Painted the masts — Completed	29.67	66
			3					the Prov. Water and necessaries. I		
			5					sent on a gig to Centa — Recus then		
0	18	E	2	B.L.				Jamaica & prepare for sailing Sig.	29.71	70
								Muske & Convey sailed to Cadiz — She		
								got a new house & arrived away		
								on Dolphin Shrike —		
0	19		0	B.L.				Quay appearance much G.W.	29.66	62
			5					Clean house.		
0	20	WNW	6	B.L.				Towert of rain. Clean house	29.66	58
0	21	WNW	5	B.L.				Up G.W. — Landed sails to dry	29.77	61
								Completed the water.		
4	22	W	2	B.L.				Scrubbed ham. — (8) On Sig to prepare		
								for sailing — Clean house & moved		
								Go, M. Gen. House & Suite came on	29.82	62
								board — Weighed to carry them to Centa		
								when 13.00 on Sig to bring to — Recus came		
								on — Capt. Making ordered her to take		
								out the Gen. & for me to join Jamaica — Recus		
								having first then way, in passing her, carried away her boom		
								and 3 rd gate — She ground on L. W. & M. & almost		
7								off — In boat found Jamaica, Jason & 11 of our old		
8								transports — None up — 9 fms. C. Spoke 11 th 8 th h		
								3 rd up — Up W. — In H. & M. D. —		

HKF Course Wind Lat. 27th March

HMS Blossom

115 WNW N. 3 B.L. Damped S. H. L. Jib

212

313

417

513

624 WNW

735

835

928

1024 WNW

111 WNW

121

23.6

D.L

Set G.Y. 11 Convoys in.

Out all up Set Drim Commodore edged away to that lured leeward by brig.

Set Flying Set Main sail

Latitude N. Longitude W.

35. 46 1/2 - Obs. - 10. 29

35. 48 - Acc. - 10. 37

Bar 30.09

Ther 62. Sea 61

Sick 8

Water 37

118 WNW N. 2 B.L.

226

33.

43

5 1/2 W. NE

65. WNW WNW

73.

87. ENE E WNW

945 ENE NE

103.

1133

1223

41

Com: bound down to close the Convoys.

Set M.Y. to examine strange sail Convoys tanked. In 1st trip

H. Provided a brig from S. Domingo to Malta

Up M.Y. In G.Y. in our station

Jamaica NE N. 1

HKF Course Wind Weather 28th March 1810

Gibraltar to Linton

122 ENE NE 4 1/2 B.L.

225

32.

42. ENE NE

52. E.

64.

734 ESE NE

846 WNW

934 NW NE

1025 NE NE

113. N.

123.

35.6

P.L.

5

NE

NE

NE

NE

NE

NE

NE

NE

NE

NE

NE

NE

NE

NE

NE

NE

NE

NE

NE

NE

NE

NE

NE

NE

NE

NE

Single up S. N. Jib & Drim

Set G.Y.

12 Convoys Jamaica & Jam.

In G.Y.

Set G.Y.

Head Sea

Latitude N. Longitude W.

36. 6 1/2 - Obs. - 10. 21

36. 6 - Acc. - 10. 16

Bar 29.99

Ther 61 Sea 61

Sick 8

Water 36 1/2

128 N. ENE 4 1/2 P.L.

224

32.

42.

5 1/2 W.

625 WNW

73. N.

827

924

1024

1122

1224

29

B.L.

5

NE

NE

NE

NE

NE

NE

NE

NE

NE

Heavy Head Sea.

In G.Y.

Bound down to close the Convoys - Out 1st trip

In 1st trip beat the Commodore, he in consequence exercised his men (as he did last night) for an hour.

Commodore made Sig to show NE N. if wind should permit in the night

Jamaica NE N. 1

H K F Count Wind Heat: 4 29 March 1810 HMS Blossom

1	25	N ^o 1/2 ENE 5 A.L	Single reef B ^o W ^o 1/2 4 Drion
2	24	N 6 E 8 h ^o	Heavy head sea
3	22	NNE 8 E ^o	
4	2		
5	25		11 Conroy to.
6	36	N 6 W A.D.L	Edged down to close the Conroy much
7	65		Staked
8	3		In 2 nd reef.
8	15	N 6 E 8 h ^o	
9	35		
10	3		Set M ^o W ^o 1/2
11	3		Bound.
12	32	N 6 E 1/2 E	Turned all hand to twist forer cable man to produce 150 as soon as he cleared.
39			

Latitude N. Longitude W. Bar. 29.84
 37. 5. — Obs^r — 11. 22
 37. 2 — Acc^t — 11. 12
 Therm. 60 — Sea 59
 Suck 8
 Water 36.

1	25	N 6 E 1/2 E 1/2 E ^o 6 B ^o 1/2	
2	24	2	Head sea ship pitching much
3	3		
4	26	N 1/2 E EN ^o	Close reef M ^o S ^o and Drion
5	26	6 1/2	Down down to Conroy.
6	65	West.	
6	9	N 1/2 W ^o	hailed up but kept rather off the wind
7	4	1 1/4	In 3 rd reef N B ^o Pitching
8	42		
9	3	N ^o EN E ^o	In 3 rd reef M S ^o
10	32	2 6	
11	36		Jamaica NNE 1
12	3	5 1/2	
41			

H K F Course Wind Heat: 30 March 1810. Gibr^r to Lisbon.

1	28	N ^o 2 ENE 5 1/2 P.	Single reef B ^o W ^o 1/2 4 Drion
2	27		
3	26		
4	2		B.P.
5	2		5
6	28		C.
7	5	N 6 W ^o	
8	55	N 6 W	Washed clothes.
9	36	N 6 W ^o	Out 3 rd and 2 nd reefs B ^o
10	24	N 6 1/2 W 1/2 NE ^o	
11	24		4
12	24		
36.2			

Latitude N. Longitude W. Bar. 30.03
 37. 40 — Observation — 12. 50.
 37. 50 — Acc^t — 12. 34
 10 5^o — of acc^t — 16 = 12. 14^o
 Therm 61 — Sea 58 1/2
 Suck 6
 Water 35

1	3	N 6 W 1/2 NE 4 B ^o 1/2	
2	15		K.
2	12	E ^o NNE 3	
3	25		
4	28	E 1/2 N ^o N 6 E	
5	14	S 6 W ^o	Down up to close Conroy. Gen. Sig ^o to stem
6	5		ENE if wind
6	15	EN ^o N ^o	hailed up. Should permit
7	25		Let out & took in 1 st reef with Com: bat him
8	26	N 6 W 4	
9	25	EN E ^o N ^o	Down lib.
10	35	N 6 W 5	
11	3	N ^o	
12	2	5 1/2	Jamaica N 1
38			

H.K.F. Course Wind Heat. 4th April 1810 U.M.S. Blossom

1	5	NE	NW	5 P.C. 4.	Close up S. Course & E.S. &c.
2	1	5	NW	4.	Taken flat at back - You yard hooked
3	4	NW	NE	4.	the M.S. & you near on board till the
4	6			B.C.	rigates filled on S. tack after Com.
5	4	NW	NE		Set Course & E.S. again. - Heed not
6	3	9		P.	been again.
7	3	9		4 Light	Out 2 nd up.
8	4			Shore	
9	4			no	
10	3	2		3 rd the	M. Comm. tacked after a sharp sail
11	3	2	ES		S.P.C. Jamaica bounding in America
12	3	4	ESE		Sting W. - Jason's life.
13	7				

Latitude N. Longitude W.

38. 29 1/2 - Obs. - 12. 57.

38. 30 - Acc. - 12. 46

Bae - 30. 17

Ther 60. Sea 58

Wind 6.

Water 32.

1	5	N	ENE	3 rd B.C.	But the new M.S. to repair the old one
2					
3	9	NW			
4	2	4	NW	NE	
5	2			3	
6	2	5			In 2 nd up
7	2	5	NW	N	
8	3				
9	3	4	NW	NE	
10	3			2	
11	1				
12	1				Jamaica NW 3
13	2				

H.K.F. Course Wind Heat. 4 5th April 1810 Gibraltar Com. to England

1	5	NW	N	2 B.C.	Close up S. Course & E.S. &c.
2	1		NW	old	
3	2	5	NW		M. Commodore fired a blue light & tacked.
4	2		NE	NW 3	
5	3		NE	NW	
6	3	5	NE	NW	B.C. Jason 7. astern.
7	3	8			
8	4	5		NW 4	
9	3		NE		
10	2	2	NE	NW	Up M.S. In 2 nd up - Edged away a little
11	8	2	SE	NE	to look out to Com. Signal. us to look out ESE
12	6	8		up NW W. 5	4 miles - Set 4 th - Made big for
13	4	2			sail ENE - Made all sail in Chace
					Jamaica & Jason following.
					Short Tail boarded at Eng. big to Madras
					separated from W. India convoy In 2 nd up.

Latitude N. Longitude W.

38. 58 - Obs. - 13. 7 -

39. 3 - Acc. - 13. 6

Bae. - 29. 97

Ther. 58 Sea 58

Wind 4

Water 31 1/2.

1	6	7	NE	N	6 B. Gr	4 after noon Jamaica spoke us, told her
2	8		NE	N		the chace had no news Set 4 th & Course &
3	8	6			7 A. Mr.	kept away to station indicated at 9 am.
4	8		NE			In 3 rd up - Down his & drive
5	8	5				hailed up tow. Commod.
6	8	8	NE	N	8	
7	7	5	NE			Close up the S. In M.S. B.C.
8	3	2		NW		
9	3	6			12	Set M.S. stay sail
10	4				12	Up N. - Jamaica & Jason split her
11	6					Jamaica NW 3.
12	2		NE	N		
13	7	5				

HKF Course Wind Wlat. ♀. 6th April 1810 HMS Blossom

1	2	NE 1/2 E	1/2 NW	8 1/2	Close reefed T & M: S ^c + Jrg sail
2	2	5		1 1/2	Set the Fousail
3	2	5		1/2	
4	2	5	NE	1/2 NW	In T.S. ^c
5	2	4		Inrequent	
6	2			hard	Much sail but ship pretty way
7	3		NE	1/2 NW	Squally
8	2			and	Down G. 1/2 and M ^{ts}
9	2		NE 1/2 E	1/2	Shower
10	2	5			July? Commodore "I have a newspaper, — adm. follow
11	2	5	NE	1/2	"Commodore in chief M. S. — Buona parte" placed
12	2	8		7 1/2	"to Archduke of Austria — The King is well."
28	7			6 1/2	Down M. S. S ^c

Latitude N. Longitude W.

40..25. — Obs^r — 12..48
40..37 — Acc^t — 12..39

Bar. 29.67
Ther 55 — Sea 57
Water 31 fms
Sik - 5.

1	2	8	NE 1/2 E 1/4	1/2 NW	6 1/2	
2	3					Squally Set T.S. ^c
3	2	8	NE			with
4	3					
5	3					Shower In T.S. ^c Bunked the M. S. S ^c
6	2			2		
7	2	4	NW			
8	2	8				
9	2		NE 1/2 W	2 1/2		
10	2		NE 1/2 E			
11	2					
12	2	5				Jamaica NW 1 1/2

30.3

HKF Course Wind Wlat. h. 7th April 1810 Gib^r to England

1	1	8	NE 1/2 E	1/2 NW	6	Sq. sh	T.S. ^c Close reefed M.S. ^c M. S. S ^c + Jrg sail
2	1	5	NE	NW	5		
3	1	5					
4	1	5	NE 1/2 E	1/2 NW	4		
5	1	5				sh.	
6	1				3	P. 1/2	Set T & M: S ^c
7	1	5			2		Up G. 1/2 and Jrgs.
8	1				1	P. 1/2	Set M ^{ts} sail
9	1		ENE	1/2		B.	Out 4 th and 3 rd keel. Sent the Newspaper to the Commodore.
10					0		
11	1		SW	E	1	B. C	Loaded small sail to dry.
12					0		Altho the weather clearing up Barom. still falling, heavy wind, rain & fog till midnight.

Latitude N. Longitude W.

40..56 — Obs^r — 12..22
40..58 — Acc^t — 12..7.

allowed too much leeway & fancy

Bar - 29.27
Ther 51. Sea 56
Sik - 5
Water 30 1/2.

1	5	SW	E	1	B. C.	Handed small sail — Reefed the lower, close reefed the S ^c — In M. S. S ^c — Handed M. S. S ^c — Just as we think G. 1/2 it came on a very heavy shower & then a hard squall but not so severe as it appeared to threaten cleared up the T. & M. S. S ^c — 3 rd Set the T & M: S ^c + T.S. ^c
2	5	NW	W	1	Thr.	
3	1			6		
4	2	NE	NW	6		
5	2	4				
6	2	4	NE 1/2 W	W		
7	2					
8	2	2				In T.S. ^c
9	2					
10	2	2	NW			In M. S. S ^c — The Buntlines both broke the foot of the sail shook out of the rope — Unbent it and bent the new one.
11	3					Jamaica NW 1 1/2. — So end this day which was quite as gloomy as I could wish
12	2		W	1/2		

Hard squall with heavy shower — much vivid lightning with a little falling sharp thunder.

22.3

H K F Course Wind Weather April 8. 1810 At N. Blossom

1 2	NW	2	W	7	Upd N. S. M. S. S. & Dry sail
2 2 2	N E	NW	9	Down M. S. S. S.	Barom. 29.13
3 2					
4 2 5					
5 2 5	N	NW	6		
6 2 5			8		
7 2 5	N E	NW			Down G. M. S. Info with Jamaica & Jason
8 2					Set M. S. S. S. (Sail still too square)
9 2	N	NW			
10 1 2	N E	NW	5		Sailmaker repairing M. S. S.
11 1 5	NW		7		
12 2	N E	NW	7		
25					Commodore NW. 1.

Latitude N Longitude W Bar: 29.22
 41.39 1/2 Obs. 12.17
 41.42 Alt. 12.10
 Dist: 52 Sea 55
 S. 5 Water 30

1 2 4	N E	2	NW	5	
2 2				6	
3 2 4					Set M. S. S. S.
4 2 5	N E	NW	7		
5 2					
6 2 5					
7 2 8	N	NW			
8 1					
9 2	N E	NW			
10 2 4	NW	1 1/2	NW		
11 3	NW				
12 3	NW	NW			Jamaica NW. 1
28					

H K F Course Wind Weather April 9. 1810 Gib to England

1 2 5	NW	1 1/4	W		Upd N. S. S. S. - Closed M. S. S. & M. S. S.
2 2 5			5		Down M. S. S. S.
3 2			6		
4 2 5			7		
5 1			8		
6 2			9		
7 2 2	N	NW			Set J. & M. S. S. S.
8 2 2					Set J. & M. S. S. S.
9 3 3	NW	NW			Commodore signal? Sail NW. W. - Out reef of the courses. Set M. S. S. - Out 4. S. S. - Set J. & M. S. S. S. - Look them in in square.
10 4 4					Set M. S. S. S. - Commodore asked by Selig. "Have you trimmed?" - Answered "No"
11 4 5	N E	NW			Set G. M. S. S. - English brig - Came down
12 4					Set G. M. S. S. - English brig - Came down
33					Set J. & M. S. S. S. - Commodore going to Spoken

Latitude N Longitude W Bar: 29.20
 42.55 Obs. 12.32
 42.39 Alt. 12.29
 Dist: 52 Sea 55
 S. 5 Water 30
 16. N of Alt. Suppose the last must factor in the square than is allowed

1 2 4	N E	1 1/4	NW	6	S. S.	Stood on to look out while the Commodore boarded an Eng. brig from Gibraltar
2 2 8			NW	5	P. 1/2	22 days. (Selig)
3 4	N E	1/2	W	4	P.	(1) Up G. M. S. S. - Out all reef
4 2 5	N E			3		Set 1. S. S. & 2. S. S. S.
5 1	E N E			1		Closed the Commodore & Jason
6 - 4	SW					Commodore Selig. "I clear at 3 P.M. Squad" - I conclude he means a.m.
7 2	E S E			2		
8 1	N E				P. P.	
9 1						
10 1 5	E N E			3		
11 1 5						
12 2	E N E					Jamaica NW. 1
22						

H.K.F. Course Wind Weather 8. April 10. 1810 U.M.S. Blossom

1	26	ENE	N	4	B.C.	D. M. S. S. & Foul sail
2	25					
3	22					Set Jib, M.S. & G.Y. and stood off 2 points to spread as M.S. 6 pm.
4	7	E				As change to leeward? Don up in chain
5	14	S	NNW		B.C.	Boarded the big from Milford to Gibraltar.
6	3	up W				Made sail after Jamaica & Jason who had gone on the S. tack in chase
7	22	W		5		8 Commodore NW 5 lea
8	5					Commod. brought to & spoke a sloop
9	6			6		He. Telly. Commodore "I have English Papers" boat is given will you send - He said "Yes" & "Down"
10	65	W.S.	NNW			
11	6					
12	6					
54.4						

Latitude N.

Longitude W.

43. 6 1/2 - Observed

12. 21

Bar. 29.45

43. 1 - Acc.

12. 44

Ther. 55 Sea 55.5

Lunar 12. 35

Sick. 5

Water 29

1	3	NE	NNW	6	B.C.	Heard to. Commodore sent his boat for the above mentioned papers
2	15					
3		up 2°				
4					D.C.	
5	14	NE				Tilled set M.S.
6	48					Made sig. for sail NE - set M.S. - Commod. sent Jason to examine her. (6 1/2) then to during that operation - an English brig bound South. - In 3 ^d reef S. - 17 Tilled set M.S.
7	2	up 2°				Commod. Telly. "If clear explain 3 P.M." - I sup. he knew if clear extend at 3 a.m.
8	15	NE				
9	2	N	NNW			
10	22					
11	28					Close up to the S.
12	32					Jamaica NW 1
24.4						

H.K.F. Course Wind Weather 8 11. April 1810 U.M.S. Blossom

1	35	NE	NNW	7	Sq. S.	W. & 3 Top sail
2	38	NE				Close up to the M.S.
3	3	N			Sq. S.	Spread a little from Commodore.
4	3	NE	NNW			Jason sent in chase of a brig on weather bow -
5	3		NNW			Thought she appeared suspicious, set M.S. & out 4 th reef -
6	3					A merchant brig left her to the Jason left
7	5	NE		6		Courses - One off the wind to spread
8	5		NW			
9	4	NE	E	5 1/2		
10	36					
11	3					Hauled the wind & set courses.
12	24	NE	NNW			Commodore NW 8 miles.
42.3						

Latitude N.

Longitude W.

44. 10 - Acc.

12. 15

Bar. 29.53

Ther. 55 Sea 55.5

Sick. 5

Water 28 1/2

1	32	NE	NNW	5 1/2	O. S.	Jason made sig. sail NW N - Out 3 ^d reef
2	31					Chase appeared coming down but no G.Y.
3	36	NE	NNW			Set - Suspicious -
4	42					He hauled her wind on S. tack -
5	2	N				Commodore made sig. to tack. Chase
6	5	W.S.	NNW			tacked and soon after tacked again, either a merchant brig the Jason had spoken, alarmed her, or she intended to go on S. P. after dark -
7	68	NNW	N			Com: Telly. Jason to tack at 10. & Blossom to tack at dark. - Chase M.S. courses 1/2 done
8	76			6		G.Y. set. - evidently a merchant brig - at dark.
9	8	NNW	NE			At dark (8) we had come up so as to bring
10	72					chase a point on her bow - in which case it
11	74	NW	NE			was evident she could tack - I consequently
12	75					did not obey the Com: sig. - At 10 the Jason
68.6						

HKT Course Winds Weather 4. April 12th 1810 USS Blossom

1	75	nmw	nnE	6 1/2	sq. d.p.	Single reefed S. G. 4 th jib. Driven Home
2	75	nmw	NE			aquat prop of sail in chase
3	7.			6 1/2	sq.	In N. & My G. 4 th Pitching very heavy
4	6.					At day light a merchant brig on S. side
5	72			6 1/2	d.p. 1/2	having ENE. - and Jamaica
6	35	ESE				My sig. to tack.
7	55					in chase of the brig
8	48	nmw				Crossed the Commodore on opposite tacks
9	7.					Made sig. to him for small sail nmw, he
10	5.	nmw				tacked. - Exchanged sig. with the Elizabeth
11	-	up-SE				with sig. to go on board - sig. "Boats grown
12	7.					will you stand boat" - Yes. Went on board,
	84					from Brazil - Spared him 2 Punch. Rum.

Latitude N. Longitude W. Bar: 29.83
 44. 47 1/3 - Obs. - 13. 47 Ther 54 Sea 54
 44. 51 - Acc. - 14. 2 Sick 5
 Water - 28

1		up-SE	ENE	7	P. 1/2	He also took some from Commodore - We made
2						our log. to Elizabeth - She made her by Chron. 12.45
3						Commod. made his 13.38.
4	75	SE	ENE			B.P. 1/2 Set lower jib & union with Com. & Elizabeth
5	35	nmw				By the wind
6	3.					from Eliz. and her convoy spared her a reef
7	42					of her topsails & union & you washed & matted
8	34	NE		6 1/2		on her masts. - reason
9	2-			5		sig. to Com: "My for not tack. yesterday was stiff
10	2-			4		of wind" - He answered "Very well, what did
11	2-					you think of the brig" I replied "Small Bivouac
12	2-			3		certainly" (7) up M. sail down jib.
	30.5					Commodore nmw 2.

HKT Course Winds Weather 5. April 13th 1810 From Gib. Com. to England

1	5	NE	ENE	1		Close reefed Topsails & Fousail.
2	1.	nmw	E	3		
3	1.					
4	12	NE	ENE	19. sh		Jamaica only in sight - Out 3. 4. 1/2
5	2.	NE	ENE	4		with her split M. S. in 3. reef took the reef
6	3.					Set G. 4 th + flying jib - out of the line
7	47	SE		5	sq. sh	Commod. made sig. for being small sail
8	52	SE	E			in diff. quarters.
9	3.	nmw				Commod. sig. to you M. S. M. + Spring - I saw
10	2.	nmw	E			"Sail split" - the sig. "Board the ship"
11	45	nmw	ENE	19. sh		up M. sail - then to board the L. Bivouac from land
12	24	nmw	NE	3 1/2		to Trinidad, shifted M. S. - Made sail too
	30.5					Commodore -
						Jamaica nmw 5

Latit. N. Longit. W. Bar: 29.91
 45. 16 - Acc. - 13. 45 Ther. 51. Sea 54
 Sick 4
 Water 27

1	12	N	ENE	3	E. P.	
2	16	SE				
3	28					
4	24	SE				
5	28					
6	22	nmw	E			
7	2.	N				
8	1.	N	ENE	4		
9	25					
10	3.	nmw	NE			
11	35	nmw				
12	35					
	28.7					

Up m. S. In G. 4th I went on board Commodore.
 Set T. S. & G. 4th
 Commodore drawing ahead - Out 2. reef.
 Jamaica nmw 2.

H	K	F	Cause	Wind	Wear	h. April 14 th	Wind Blossom
1	3		nnw	NE ¹	4	P.	Singluped S. Cause 9.49.4
2	3	6	nnw				a few K.
3	3		ESE ¹				light
4	3						3
5	2						Squalls
6	1	4	NE ¹	ENE ¹			and K
7	2		NE ¹				Shore
8	4		NE ¹				A sail ahead - made sail - asked, if he
9	5		nnw	E ¹		B.C.	Should get to windward of Chan - asked, if he
10	6	6					off the wind made all sail.
11	5	8					
12	5		NE ¹				Short? sail brought to the
45	4						on 4. He was papered & shot by a French Privateer - who stood to the SW on

two other vessels heavily in sight - Another ship told him that to the
no? there were 4 French Privateers cruising.

Latit: N { 45. 35 — Obs. — 14. 33 } Long: W. { 45. 48 — Acc. 12. — 14. 13 }
13 S. of Ant. in 2 days — W. 20 = 15
Bar. — 29.60
Ther. 53. Sea 54
Sick — 4
Water 25.2

1			up NE ¹	EOS ¹	3	B.C.	Commodore came on board here
2						sq. sh	
3						B.C.	
4	5		NE ¹ E				Filled
5	3						
6	3						K Sent a boat to Commodore
7	1	2	SE ¹				In 1 st & 2 ^d cups in days
8	3	5	NE ¹ E	E ¹			
9	2	6			2		In 7. & 8. 9.49.4
10	1	8					
11	1	6					
12	1	6					Jamaica NE ¹ 1'
20	6						

H	K	F	Cause	Wind	Wear	h. April 15 th	Cruis. from Gib. to Eng?
1	1		nnw	E ¹	1	2.4	D. cuped S. 7.1.4.
2	5					B.C.	
3	5						
4	5						Handled all the sails as did Commodore - Won
5				Calm	0	C.	Laid her head in opposite direction to his
6			Head	0		B.C.	
7							
8			up stream	nnw	2		
9			off				
10			SW		3	CL.	
11					4	sq. sh	
12	2	5					Commodore NE ¹ 2'

Lat. N. Long. W.
45. 56 — Acc. — 14. 35 —
Bar. 29.60
Ther. 53 Sea 54
Sick 4
Water 25.

1			nnw	4	sq.	Sails furled.
2			up		B.C.	
3			nnw	5	sq. sh	
4			off			
5			SW			
6				6		Loosed sails - set D. cuped S. 7.1.4. & 9.49.4 and
7	7		E ¹ 2.5		sq. sh	joined Commodore. Sig. to furl at daylight
8	7	8				
9	6		SE ¹ E			In 9.49.4 up 7.1.4. Spanied it to the Jamaica
10	7	5				all the Watch
11	7					
12	7					Jamaica SW ¹ 2'
42	3					

HKF Course Wind Weather D. 16th April 1810 And Blossom

1	6	6	SE 6 E	NW 6	B.P. 2 ^h	All sails furled & stopped with yards down uped
2	6	5				
3	5					
4	7					
5	7					Furled all the sails
6			up W ^t	5		
7			off SW			Made signal at (6) for a stranger to stop at 7 when we could just fetch him made sail as did Commodore.
8	8	4	W 2 N			(8) 1/4 Find a shot - Boarded the Alert from St. Michael to London a miserable brig - Teleg. to Commodore. From West. B. 4 th - no intelligence - did not see as till we had set 9 th sails - but he boarded a wreck - the wreck was an American brig, loaded with stores - could not have reached. - (9) Furled sails & laid overboard in opposite direction to Commodore's.
9	9	3	5			
10				6		
11			up ENE			
12			off ESE			
39.8						

Lat. N. { 45. 46 - Obsⁿ - 13. 29
 45. 35 - Acc^t - 13. 1
 In two days - 11 N. of account - 28 = 20' W.

Bar - 29. 46
 Ther. 53 Sea 53
 Suck 4
 Water found but 22

1	1		up NE	NNW 6	B.P. 2 ^h	
2	2					
3	3		off			
4	4		E ^t			
5	5					Our sig ^t to close - Won
6	6	1	4	SW 5 ^o		at (6) Loosed sails - set S ^t & 7 th In 3 rd up
7	7	2		SW		Our down to Commodore Tacked in our 1 st of 2 nd and kept away after him. - Com. Teleg. not put to answer
8	8	7		NW		up 7 th -
9	9	7	5			
10	10	6				
11	11	5		WNW		Jamaica NE. 1'
12	12	6	2			
37.6						

HKF Course Wind Weather S. 17th April 1810. Cruising from Gib. Town Eng.

1	5	7	E ^t	NNW 6	1/2 Sh	Three killed uped S ^t
2	5	7				
3	6	2		WNW		
4	6	2				
5	6			W ^t		
6	3		WNW ^o	W 5 ^o	P. 1/2 Sh	Hauled on L th Jack set Foul sail
7	2		NW	WNW		up 7 th to drop into our station
8	1	5				Best new driven
9	1	5				Set 7 th & uped driven -
10	2	4			7	Close uped the S ^t
11	2	6	NNW	SWW		
12	1				H. 1/2 Sh.	Carried away the Bunkie brace up 7 th In 7 th & 8 th S ^t -
45.3						

Lat. N. { 46. 27 - Obsⁿ - 11. 54. ind.
 46. 21 - Acc^t - 12. 5.
 Bar: 29. 26
 Ther 53. Sea 53.5
 Suck 4
 Water 21 1/2

1	1		NW ^t	WNW ^t	7	1/2 Sh	Set 7 th & 8 th S ^t - Made sig ^t want to lie by -
2		5	up NW ^t				Secured the bunkie
3							Made sig ^t ready to make sail
4	1		NNW ^t				
5	1	8	NNW ^o	W 5 ^o	6		Set Course jib & driven & closed the Commod.
6	4	8	NNW ^t				up M ^t S ^t down jib - In driven
7	1	5	NNW ^o		5		
8	1	5	NNW ^t	W ^t	4		
9	1	5					
10	1	5					
11	1	5	NNW ^o	W 5 ^o			Humbogged by a squall, Chapelled
12	2			W ^t			Jamaica NW ^t 2'
18.6							

H.K.T. Course		Wind	Weather	\$18. th April 1860	U.S.S. Blossom
1	2.	N ^o	WNW 5 a fw	Closed up 5 th & 7 th	
2	24	NNW	W ^L	Squally	
3	25			and	Nov. 29. 16.
4	27			Shower	
5	2.			-	
6	2.			-	
7	2.			-	
8	25			-	Out 4 th & 3 rd reef.
9	3.	N ^o	WNW	-	Set M.S. ^c 1 st division
10	48	NNW	WNW	-	Set G.Y. ^c Towed all small sails
11	4.	N ^o	WNW	-	Made S ^y for a sail & M.S. ^c Out 2 nd reef
12	66	N 6 E [!]	NNW		In G.Y. ^c Kept a point away to throat the Chase
30.5					Commodore M.S. ^c 1 1/2'

Latitude N.	Longitude W.	Bar	Therm.	Sea	Wind	Water
47° 29½	12° 34 32	29.25	53	53		
47° 17	12° 21				3	
12½ N. of Arc.	13" Squally weather.					21

1	1	2	NNE ^E	NNW	5	A	and Upfouwer, Commodore going to speak
	1	7	SW	S		Squall	Chau who came down upon the wind —
2	2	2	SSW	N.		Fish	Brought to The Chau was the Iris brig 130 tons
3	3						of New York taken the 13. th in 48° N. + 19° W. by the
4	4						Napoleon brig Corsaire of Nantes 16 guns Cap. Francois
5	5		SSW				The prize had orders to proceed to Brest. — Commodore
6	6	4	NNW			A	manned her with 4 men and sent her in — 4 th
7	7	5					Made sail ahead — (5) Made sig. Tail SW NW
8	8	2	N.			4 A	(5½) Tacked in Chace of her — a sloop coming
9	9	2	SW	WS			down — (7¼) Boarded the from St. Michael
10	10	2					to London with Trinit. In 2 ^d inf — Tides Shot
11	11	2					on with Commodore 3 S' & W.
12	12	2	SSW	W.			In 3 ^d inf N.B.
							Jamaica E.S. 1.
		31	5				

H	K	F	Course	Wind	Heat	4. 19. April 1810	Craig - Gib. to England
1	2	-	16 W.	W S.	5	N. 1/2	3 reef T. S. 2 W. + M. + T. sail
2	2	-					
3	2	-					
4	2	-					
5	1	5			3		
6	1	.					
7	1	.			2	H. R.	
8	-		to 2.0			H. R.	
9	1		run W.	NE.	1	-	Loosed all the small sail, today.
10	1	5	run	NNE	2	B. C.	
11	2	5	W S.	NW	4	-	
12	2	5	N.	run W.	-		Commodore W S. 2.
19							

Latitude N.

47° 4 $\frac{2}{3}$ — Obs. ~—— 12.. 25

47.. 9 — Aut. ~—— 12.. 43
 18'. E. of aut.

Bar.: 29.54
Ther.: 58. Sea 53½
Sik - 4
Waves 20½.

1	2	4	Shon ^{ts}	know ^{ts}	4	B.C	
2	2	4					
3	2		Sh ^{ts}	know		B. Gr	
4	2						
5	3		Sh ^{ts}	know			
6	3	2	Sh ^{ts}	know		B. Gr	
7	3	2				cc.	
8	3	2				H.H.	
9	2	8	Sh ^{ts}	know		cc.	
10	3	5				P. h.	
11	2	5					
12	2	5	Sh ^{ts}	know			
32.7							

H K F Course Wind Heat ♀. 20th April 1810 HMS Blossom

1	2	5	SW ² W ¹	h ¹	4	C.L.	Don't mufed S ¹ T.S ¹ jib to
2	2	2	5				Dropping set m ¹ S ¹ & m ¹ G ¹ S ¹
3	3	2	6				
4	4	2	9				up m ¹ S ¹
5	5	3		SW ¹ W ¹ S ¹	P.L.	In G ¹ S ¹	
6	6	3					
7	7	3					by m ¹ S ¹ set m ¹ S ¹ & G ¹ S ¹
8	8	3		anon ¹	3		In T. G ¹ S ¹ for description & rigged in the
9	9	3			B.L.		flying jib-boom.
10	10	3	5		P.L.		Got 14 days fresh water
11	11	3					at hand and laid
12	12	3		W ¹ W ¹ S ¹ W ¹ S ¹ W ¹ S ¹ W ¹ S ¹	2 ¹	up m ¹ S ¹	Casks ready for filling
							Salt water in T. hold
							Jamaica N ¹ W ¹ 3 ¹

Latitude N.

Longitude W.

Bar. 30.03

46° 29' — Obsⁿ — 12° 31'

Ther 59. Sea 54

46° 24' — Actⁿ — 12° 47'

Sick 4

The log is so badly kept that I judge not now of the Actⁿ — 16° Eⁿ of Actⁿ.

Water 20

1	1	5	W ¹ W ¹ S ¹ W ¹ S ¹	2	P.L.	Set m ¹ S ¹ — Weather	Filled 9 tons
2	2	1	5	W ¹ W ¹ S ¹ W ¹ S ¹	7 ¹	low Comm: & set m ¹ S ¹ Royal in T. hold.	of salt water
3	3	2	4		B.L.	W ¹ G ¹ S ¹ & stay S ¹ G ¹	
4	4	3	2				
5	5	3			H.	In m ¹ S ¹ W ¹ G ¹ S ¹ W ¹ S ¹ & P. reef S ¹	
6	6	2					
7	7	1	5	N ¹			
8	8	1	5				
9	9	2		NNE			
10	10	3			3		
11	11	3					
12	12	3					Jamaica N ¹ 2 ¹

H K F Course Wind Heat h. 21st April 1810 Cruiz. Gib. to England

1	4	2	N ¹ E ¹ 2 ¹ E ¹	SW ¹ 3 ¹	B.h.	S ¹ reefed S ¹ m ¹ G ¹ S ¹ & T.S ¹	
2	4	2					In G ¹ with Jamaica
3	4						
4	4	5					
5	5		NNE ¹	4			
6	4	5					
7	4	5	N ¹ 2 ¹ W ¹		B. white haze like the fog	Out 2 ¹ reefs.	
8	4	5					Set T. J. M ¹ S ¹ W ¹ S ¹ & Low m ¹ S ¹ W ¹ S ¹
9	5		NNE ¹	5			
10	5	5					
11	5	5					In T. S ¹ W ¹ S ¹ W ¹ S ¹
12	6						
							Commodore E ¹ 4 ¹

Varⁿ W.

Latitude N.

Longitude W

28¹ 2¹ Az. Co.

47° 46¹ 3¹

Obsⁿ —

13° 1'

Bar: 30.09

25. Bin: C¹

47° 48'

Actⁿ —

12° 56'

Ther 58 Sea 53

Water 19

Sick 4

1	5	5	NNE ¹	SW ¹ 5 ¹	B.h.		
2	5	5					Bent new m ¹ S ¹ G ¹
3	5	5					
4	6						
5	6						
6	4	9					
7	3	4	E ¹				Commod. altered his course — Set m ¹ S ¹ W ¹ S ¹
8	7	4					Jib & driven to jib up within
9	8						In 2 ¹ reefs
10	7						
11	7						
12	7						Jamaica NE ¹ 1 ¹

HKF Course Wind Heat 22nd April 1810 HMS Blossom

1	17	8 ^h	SW 5 B.L	Double reefed S!
2	27			
3	38			
4	46			
5	56			
6	65			
7	76			
8	86			
9	97			
10	103			
11	117	8 ^h		
12	126			
13	138			

Backed M^g S^c - It appeared at daylight that Jamaica had reefed
 5 Cl. h. Commad. made by Sound 105 fms
 Brought to to Sound - Ship went round -
 Sounded 103 fms fine sand & ooze by
 it to Commad.
 Set M^g S^c & Jib and dis Com: who saw
 NE 7!

Var: W. Latitude N Longitude W Bar. 29.44
 25° 49.23.50 - Obs. - 10.47 Is this a current,
 allowed. 49.13. - - - - - 10.22 or variation, or
 11 N. of aut. and W. - 25 = 10 miles bad Storage? The Sea 3
 about 10.40 by Sound? Water 18
 Sick - 4.

1	156	ESE 1/2 E	SW 5 Cl. h
2	268	SESE 1/2 E	SW
3	356		
4	45	SE 1/2 E	SW
5	527	SESE 1/2 E	SW 4
6	659	SE 1/2 E	SW 4
7	735	WSW	S
8	847		
9	946		
10	1038		
11	1125		
12	122		
13	135		

As sharp sail SESE made by J^r her & then for
 her being on L. S. - then for her being a frigate -
 (6^h) made by J^r for her going large on L. tack &
 for her being suspicious and backed the three
 having S. & being about WNW. - Com: would
 answer the last S^c (at Peak) had I then it at the
 head the sharp sail must have seen it. (7^h) Com:
 backed - (7^h) lost sight of Chas. S^c 1/2 1/3 of Chas
 down from deck - I think him a French Com:
 If he does not back this is our but Com: clear
 full on L. S. - lost sight of Com: at 8 -

HKF Course Wind Heat 23rd April 1810 Cruise from Gib. to Eng?

1	15	WSW	S	2 B.L	Single reefed S, Comm. G ^g Jib & Drin in Chan
2	16			a.L	but nothing in sight since 8 pm.
3	15				Along W. ground Surt
4	13				
5	22				
6	2	WSW			Commadon ashore - nothing in sight
7	18	WSW			up M ^g S ^c In N & M ^g G ^g How to for Commadon
8	25	ESE 1/2 E			(6) Sounded 84 fms fine sand & ooze
9	4			3	(6 ^h) Sailed on Com: Lector - (7 ^h) Followed him in
10	43	ENE	SE		Stays & set M ^g S ^c
11	35	E 1/2 S	SE		
12	42	E			Sounded 82 fms fine light sand & ooze.
13	4				Jamaica E.M. 2!

Var: W. Latitude N Longitude W Barometer 30.04
 26° 49.20.45 - Obs. - 10.2 Thermometer { Shade 55
 allowed 49.10 - - - - - 9.54 Sea 52
 10 3/4 N. of aut. - and W. 6 = 4 Sck. 5
 Water, Low. 18.

1	4	E 1/2 N	SESE 1/2 E	3 Cl. h	(2) Shifted a N. S. & hoisted it. in 4.38 ^m but I think
2	4				it a lubberly way of doing it binding it all
3	45			4	in the top & - I did it because Jamaica & J ^r
4	5	EN			did it that way & was from 9 ^m to 15 ^m about it
5	4				lost sight of Commadon
6	44				
7	46				
8	22	WSW		3	Cleaved away Sackum In 2 nd reef
9	18			B.C.	In M. G ^g S ^c
10	15				
11	25				Jamaica W.S. 1
12	3				
13	2				

H.K.F. Course Wind Weather 5. 24. April 1810 Wm Blossom

1	2	7	SW	SE	3 B.C	Drifted S. 1/2 E. 1/2 S. 1/2 E. 1/2 S.
2	2	5				
3	3	1				
4	4	1				
5	5	2	SW	SE		
6	6	2				Out all reefs
7	7	4	SW	SE		6. 31. rounded 88 fms fine sand & yellow sand
8	8	4				
9	9	3				
10	10	3	SE	E		
11	11	3	SE	E		Up M.Y. backed M.S. as did Commodore.
12	12	7	SE	E		Down rounded 89 fms fine sand
						Filled. Set M.S.

Var. allowed	Latitude N.	Longitude W.	Bar - 30.04
26. W.	49. 7. 0	Obs. - 9. 29	Ther. 53. Sea 53
	49. 3. 2	Acc. - 9. 19	Side - 4
	2. N. of acc. - W. of acc.	9 - 6 miles	Water 17 1/2

1	2	5	SE	E	3 B.C	Shifted the Top sail & hoisted in
2	2	3			4	the Ladylike way in 2 minutes + 2 1/2.
3	3	2	SW			Made Sig. for a sail SE
4	4	1	SE	E		Dined with Commodore.
5	5	6	SE		5	in Chace
6	6	6	NE	E	B.L	
7	7	7	NE	E		
8	8	5	NE	E	Cl.L	
9	9	5				Spoke & English brig from Oporto, the
10	10	1	NE	E		Commodore boarded her. - In 1. 1/2 2. 1/2
11	11	2	SE			B.P. 9. filled Set M.S. & Sib,
12	12	1	SE			Jamaica SW 1 1/2

H.K.F. Course Wind Weather 5. April 25. 1810 - Cruise from Gib. to Eng?

1	2	SE	E	5 Cl.L	Drifted up S. 1/2 E. 1/2 S. 1/2 E. 1/2 S.
2	2	5			along SW. 1/2 S. well.
3	3				
4	4	5	SE	E	Commodore made Sig. Fleet - saw a Cony
5	5	2			of 35 Tail S. -
6	6	3			to board a ship coming before the wind
7	7	1	NE	E	Boarded the James from London, obtained
8	8		NE		S.L. papers to the 9. inst. - all England in a
9	9	8			State of tumult from the commitment to the Town
10	10	2	SE		of Sir R. Muddett. - Set M.S. & Sib.
11	11	2	NE	E	Set G.Y. -
12	12	7	NE	E	In G.Y. up M.Y. & sent the Papers to
					the Commodore.

Var. W.	Latitude N.	Barom. 29.86
24. 52	49. 15. 4	Ther. 53. Sea 52
20. 5	49. 10. 5	Side 4
		Water 17

1	2	5	SE	E	6 B.L	Supplied the Commodore (Jamaica) with
2						2 thd. of rum and one sugar.
3						Set courses Sib & Drine
4	4	5	NE	E		Rapid through the above country
5	5	5				
6	6	5				
7	7	5	NE	E		
8	8	4				Jamaica S. 1.
9	9	3	SE			
10	10	4				
11	11	4	SW			
12	12	4				

H.K.F. Course Wind Heat 4. 26. April 1810 HMS Blossom

1	54	SE 6	10. h. gr.	Pelle used S. Course & Jib
2	55			
3	48			
4	45			
5	55			
6	2	SW 1/2 W	White gray haze	Saw the Commodore W ^t Kept away to join him
7	4	SW 1/2 W		
8	2 5	SE 6 E		Just after tack? Commodore made Sig ^c for a sail SE? - A large ship close to us
9	9 5	SW 3/4 W		asked if we should examine her? - Yes. Wore
10	5 6	WS 5	Sounded 72 Gun	& made sail. Fired a shot - the vessel not being
11	2	NE 6 E 1/2 E		to out all mast set Royal & Stud 2 nd - Fired
12	3 4			two shot at him (9 1/2). Boarded the Phoenix 4
	66.2			days from London to Jamaica - gave the com-
		Var. W	Latitude N.	Longit. W.
		altered	48. 52. 40 -	Obs ^r - 8. 36
		25.	48. 53. 10 -	Alt. - 8. 27. W
			I can make nothing of this day's work.	
				Bar 29. 67
				Ther 54. 1/2 52
				Silk 3
				Water 16 1/2.

1	3 5	NE 6 E	SE 6 E	6 1/2 B. gr.	white haze	Out 3. reef M.B. set M.G.Y.
2	3 4	ENE	SE			
3	3 6					
4	1 9	SW 1/2 W	ESE			A large M.B. coming on - Com. took
5	3 5	SW 1/2 W				W. tow. then were imagining he was going to
6	3 2	NE 2 E				chase but he soon hauled up - he did not
7	2 8	ENE 1/2 E	SE			In M.G.Y.
8	2 6					
9	2 8	E 6 N	SE 5			Commodore hardly visible SE 1 1/2
10	2 8					
11	2 9					
12	2 2					
	37.5					

H.K.F. Course Wind Heat 27. April 1810 Craig. Gib. to England

1	2 2	E 6 N 1/2	SE 5	5 1/2 B. fr.	2 up in M.B. 3 in H.M.S. came Jib
2	1 6			5 1/2 haze	and Orion
3	1 5				
4	1 5				Out 3. reef set G.Y.
5	2				Commod. made Sig ^c but I could not
6	3 2	ENE	SE		distinguish but as a large ship was coming
7	1 5				down I concluded it was to examine her
8	2 9	NE 6 E 1/2 E	SE 6 E	Sounded 72 Gun	Brought to find 2 shot - Boarded the
9	3 5	SE			Phoenix 3 days from Liverpool - made
10	6	SW 1/2 W	SE 6 E		Sail Out 2. reef - Another large ship
11	6 4				coming down but evidently English & Commod
12	6 3	SE 6 E	E 6 S		hull down I let her pass - 40 Commodore
	39.5				from to till he approached him I rely. to
		Var. W.	Latitude N.	Longitude W.	Barom: 29. 72
		altered	49. 24. 40 -	Obs ^r - 7. 56	Ther. 54. 52
		26	49. 0. 10 -	Alt. - 7. 40	Silk 4
			19. N. 10. W.	18. 10. W.	Water 15 1/2.

1	6 8	SE 1/2 E	E 6 E	5 1/2		In H.M.S. G.Y.
2	7			6		
3	5 5	NE 6 E 1/2 E	SE 6 E			But the old M.B.
4	4					A large Convooy steering NW.
5	4					In M.G.Y. and 2. reefs.
6	4					
7	4			5 1/2		
8	3 4					
9	3	SE	E 6 S			
10	3 4			5		
11	3 2					
12	3 5	S	E 6 E			Jamaica SW 3/4.
	51.8					

HKF Course Wind Weather H. 28th April 1810 Wm Blossom

1	38	S ^o	EE	5	B. white haze	D. Muford S. Course Jib &c
2	2					
3	22	S ^{1/2} E ^{1/2}		4		Set 2 nd out 2 nd reef kept away a little
4	3					& spoke a Portuguese Schooner from
5	3	S ^{1/2} E ^{1/2}	E ^{1/2}			Eng. to Portugal - out 1 st reef 1 st Jib
6	27			4 1/2		Exch. number with the Owen Glendore
7	5	S ^{1/2} W				who was running to the West. with a
8	64	S ^o	EE ^{1/2}			numerous company.
9	3	ENE ^{1/2}		5		Set the papers to the Commodore & found
10	35					in 72 fms sand with yellow specks.
11	5	NNE ^{1/2} E ^{1/2}	SE ^{1/2}			Commod W. I.
12	46					
	47					

Var. W. Lat. N Long. W Selly Bar: 29.82
 allund 49.20³ - Obsⁿ - 7.6 by chron.
 26. 49.10 - Actⁿ - 6.54.1 in 42 E
 8.2 P.M. 29.4. 11 N. - Curⁿ - 12 = 8 W. 45 miles
 Slip 3 Water 15

1	52	ENE ^{1/2}	SE ^{1/2}	5	B. h.	
2	46					
3	44			4 1/2		
4	42					Set Royal's flag &c.
5	41	ENE ^{1/2} E ^{1/2}				Saw the Isles of Scilly at 8 1/4 E. - made Jib
6	4					for land to Commodore
7	5					
8	25	S ^{1/2} W	SE ^{1/2} E ^{1/2}			Ac. Set 1 st & 2 nd reefs -
9	5					(8) Scilly light E.
10	48					
11	5	S ^{1/2} E ^{1/2}	EW ^o	5		Jamaica NW 1
12	55					
	56.3					

HKF Course Wind Weather O 29th April 1810 Onig. Jib. to England

1	45	SE ^{1/2}	EW ^o	5	B. h.	D. Muford S. Eng. Course &c.
2	33	S ^o	gale			
3	3	SE ^{1/2}	EW ^o	4		
4	29					
5	28					
6	3	SW	SE ^{1/2}			
7	33	SW	SE ^{1/2}	5	K	Tacked in chase of a Danish brig
8	25	SW	SE ^{1/2}	5 1/2	K	
9	35	S ^o	EE ^{1/2}	5		Commodore brought him to - with the license
10	15	ENE ^{1/2}	SE ^{1/2}	4	K	from France to England with Com
11	45					out 2 nd reef 1 st Jib flying Jib 1 st & 2 nd
12	48					Jamaica exchanged number with
	48.5					the Parrot brig -
						Jamaica NE ^{1/2} 1/4!

Var. W. Lat. N Longitude Bar: 29.82
 Head NE. 30^o and 49.31 - Obsⁿ - 6.20
 Head S. 26. - 49.14 - Actⁿ - 5.54
 17' N. - Curⁿ - 26 = 17' W.
 Then 54. Sea 51
 Slick 4
 Water 14 1/2.

1	5	NE ^{1/2}	EE ^{1/2}	5	B. white haze	
2	42	NE ^{1/2} E ^{1/2}	SE ^{1/2} E ^{1/2}		K	Our Jib. to the mainmast a ship SE. Tacked (as did
3	25	S ^{1/2} E ^{1/2}			K	soon after Commodore) - made Jib. for hatching
4	25	NE ^{1/2} E ^{1/2}				Much ship - Com. tacked & recalled us
5	48	ENE ^{1/2}	SE ^{1/2}	4 1/2	K	Land's end NE ^{1/2} W - 6 leas -
6	3	S ^{1/2} W	SE ^{1/2} E ^{1/2}			In 1 st reef & stayhails
7	28			4		
8	3	S ^o	EE ^{1/2}			
9	29					
10	3	S ^{1/2} E ^{1/2}				
11	46			4 1/2		
12	4	S ^{1/2} E ^{1/2}	EW ^o			Jamaica W N. 1/2.
	48					

H.K.F. Course Wind Wat. 30th April 1810 *L. M. Blossom*

1	4	SE 1/2 E 1/4	E 1/2	4 B.C.	Single reefed S. G. 1/2 Course 1/2 1/2
2	3	5			
3	3	SE 1/2 E 1/4			
4	6		1/2	5	
5	5	SE 1/2	EW	B.C.	
6	5				
7	4				
8	3	SE 1/2	E 1/2	4	
9	3	7			
10	1	9 3/4 SE 1/2 E 1/4	SE 1/2 E 1/4	K	Exch. 1/2 private light & number with Orestes who passed to wind?
11	3	6			
12	3	2 1/2		4	
48.5					

asked Com. by Tely: "do you go into Portsmouth or Plymouth" - He replied Portsmouth.

Var. W. Latitude N. Longitude W Bar: 29.73
 Same 49.12.53 - 08: - 4.57 from land 1/2 at 5 pm.
 allowance 49.5. - Acc. 4 pm. noon - 5.5 4.46.11.
 at 1/2 1/2 25 1/2. Acc. 1/2 1/2 8. N. - Acc. 1/2 8.5 E.
 at 1/2 1/2 29.

1	4	NE 1/2 E 1/4 SE 1/2 E 1/4	4 B.C.	Set Royal and Stay sails
2	5			
3	3	7	3	
4	4	3 5		Saw the lizard land
5	5	3 8 NE 1/2 N	EW	a man of war course down N. lying up SE 1/2 E 1/4
6	6	2	2	Lizard Light house NW (comp. 1/2) 8 lea
7	7	2 SE 1/2 E	E 1/2	
8	8	1 5	1	In Royal & NW?
9	9	1 5		1/2 wind? taken aboard then filling on the
10	10	1 ENE	0	opposite tanks as did Commodore
11	11	1 SE	1	
12	12	3 5 SE 1/2	ENE 1/4	Jamaica NW 1/2 N 1/2
32.5				

H.K.F. Course Wind Wat. 1st May 1810 *Gibr. to England.*

1	3	8 SE 1/2 S	EW 3 B.C.	Single reefed S. G. 1/2 1/2. & flying jib
2	3	8		
3	4	2		
4	3	8 NE 1/2 N	EW	
5	4	6 NE 1/2 E	E 1/2 4	
6	6	5		
7	1	2 SE 1/2 E 1/4		
8	4	5		
9	6	SE 1/2 S		
10	6	SE 1/2 S		
11	3	5 NE 1/2 E	5 1/2	
12	7	5		
83				

Commodore: asked "Have you trimmed within 3 or 4 days?"
 Answer: "No, I filled salt water 9 days since."
 Com. - Tiller - Commodore: had sent his boat to pick up something.

Var. W. Latitude N. Longitude W Bar: 29.62
 29 1/3. 49.41.55 - 08: - 4.3. Sea 53
 ahead 49.35 - Acc. from noon 1/2 1/2 3.58 Sea 50 1/2
 at both tanks 49.42 - Acc. at 1/2 1/2 6 pm - 3.52 Sea 4 1/2
 Water 13 1/2

1	7	NE 1/2 N	EW 6 B.C.	
2	8	NE 1/2 N		
3	8			Saw the Bolt Ram and Edystone
4	5	6		
5			5	then to get some fish from a Plymouth boat
6	2	NE 1/2	4	
7	2	SE 1/2 S	EW 3	5 or 6 miles SE of the tower - a line in land.
8	4		2	heard our number to the 1/2 post.
9	5	SE 1/2 E	E 1/2 3	(8) Start E 1/2 3 lea?
10	4	2 SE 1/2 S	EW 4	Heard scurving.
11	4	4	5	
12	4	2	6	Jamaica NW 1/4.
55.4				

HKE Course Wind Weather 2.2 May 1810 James Blossom

1	3	5	ESW	NE	5	A.L.	Single reef S. G. Y. Course &c
2	3		SE	E	6	4	Ship chapelled - Squall in G. Y. Gib. Wind
3	3	5			6		and 2 ^d + 3 ^d reef S. - Heavy head sea
4	3				7		Sight of the Commodore in the Squall
5	1	2	NNE	E			At daylight not within reach of the No.
6	3	5					Set Jib
7	7	4					Joined the Commodore
8	3	5	SE	E	6		Out 3 ^d reef. Set M. G. Y. C.
9	9	3			6		
10	10	4			5		
11	11	4			5		
12	12	3					Jamaica N. 55° 1/2'
44		7					

Latitude N. Longitude W. Bar. 29.70
 49. 53. 30 - 0.5 - 2. 55.
 Ther 47. Sea 49
 Sigh 4
 Water 13


1	1	3	NE	E	5	P.L.	Out 2 ^d reef N. M. G. Y. S.
2	2	1	NE	E	4		Set N. M. G. Y. S.
3	3	3			3		
4	4	2			2	B.L.	Set Royals
5	5	1			1		Up Courses
6	6	5	N. NE	E			Astanga (dorp) N. 6 E 2, she ought to have been boarded.
7	7				0		
8	8						Set Courses
9	9	1	ENE		2		
10	10	3	ENE		4		
11	11	1	E				
12	12	2	ENE				Jamaica N. 6 E 1/2'
23							

HKE Course Wind Weather 4.3 May 1810 Gib. to England

1	2	4	ENE	NE	4	B.L.	Single reef S. G. Y. Course &c.
2	3	5	ENE	NE			
3	3						
4	3	5					
5	7		ENE	NE	5		
6	7						
7	6	5	ENE				Exchanged Number with Royal Oak and Donegal -
8	6	5					
9	3	8	NNE	NE			Docked in S. Donegal's boat on board the Jamaica Tilled
10	3		ENE	NE			
11	4		ENE	NE			Saw the Is. of Wight made by for it
12	7		ENE	NE	4		Set Mudding sails - In S.
51		6					

Bar. 29.63
 Ther. 52. Sea 48
 Sigh 4
 Water 12 1/2.
 Stunnose
 NE 6 E 6 leaf

1	8	3	ENE	N ^o 5	B.L. 4.	
2	8	2				
3	8					
4	6	8	E. N. E.	6		
5	7					
6	7					
7	7					



Hoisted the yellow flag. — Heard N. to
 Tacked occasionally working up to
 + through S. Hellens

(7) Came to & moored at the Mother
 bank in 7 fms. 1 cable length N.E. of the
 N.E. Yellow buoy — Comm. P.^t. AMW. —

3405 Miles run on a Guizing
 passage from Gibraltar
 to Portsmouth in 42 days
 NW. 4

1477 Miles run going out
 with Comdy in 16 days

4882 Total Run this trip

The Quarantine Officers came alongside &
 too late for post.

(7) Came to & moored at the Mother bank in 7 pm - 1 cable length NE of the NE yellow buoy - Com. P. N. M. N. - The Quarantine Officers came alongside &c too late for post.

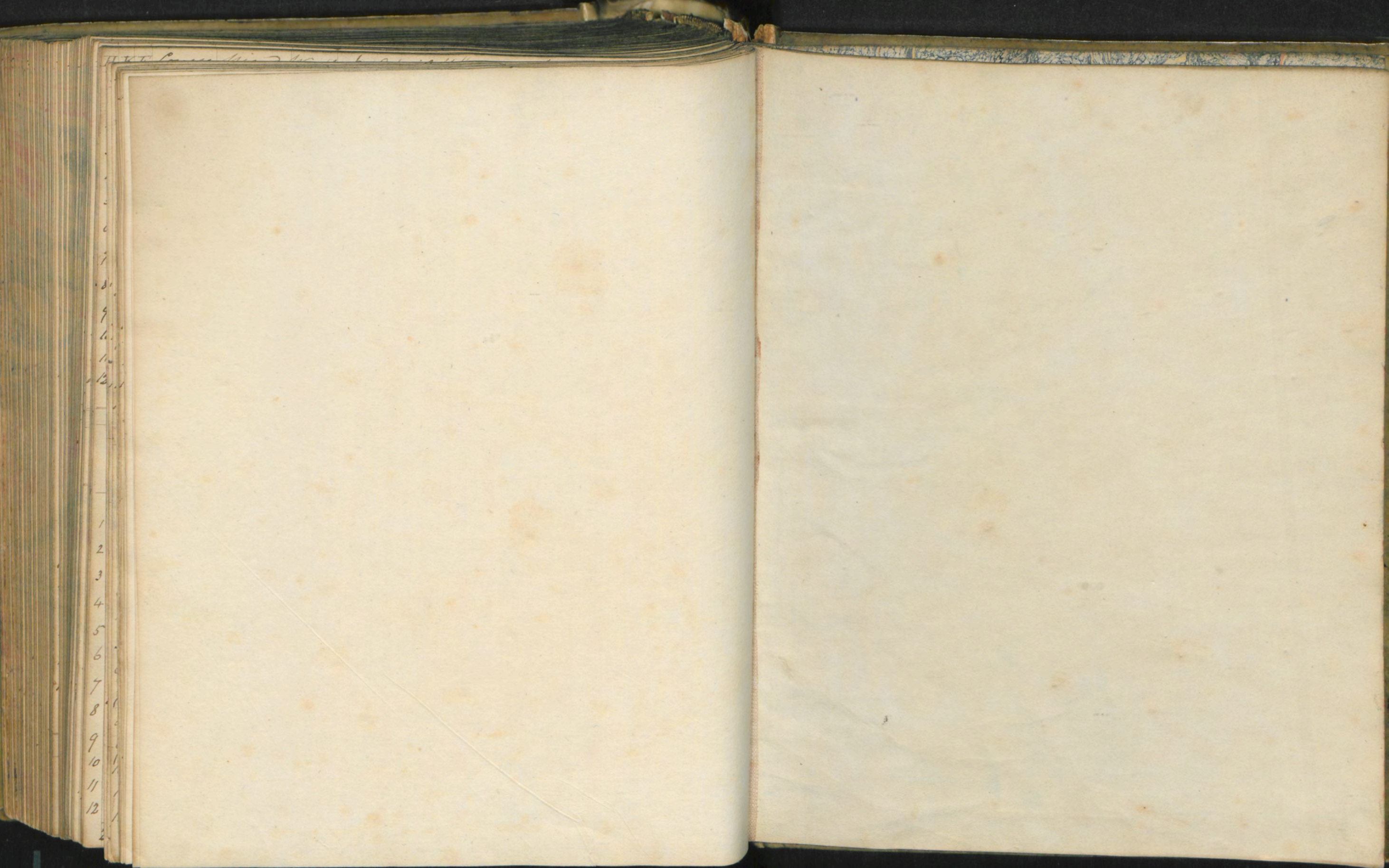
May 1810		Wind	Wear	Blossom	Spithead	Barom	Ther.	Sea
no. 7	2			Performing Quarantine probation				
♀. 4 th	WMS 3	cl. h.		at the Motherbank. Started the				
	ENE 6			Salt Water.				
h. 5 th	E ^l	6	cl. L	At 10 am released from Quar.				
				Capt. Ly saght and I went on shore to				
	4	B. P.		Port. to Surge to heal things & and				
				to obtain Culifitate. — (4) pm.				
				Weighted and worked up with weight.				
	ENE 5	B. C		hired to Spithead. 6 th Moored at Spit.				
				Kirk P. WMS 2: — Nelson's Pillar on				
				middle of Hospital 7 pm				
o. 6 th	NEE 6	B. h.		Unbent Sails. — Sent men to Hosp.				
	2							
v. 7 th	NEE 5	gl.		Cleand the holds — Order to				
				fit provision for Channel Service				
♂. 8 th	nnw 6	dk. gl.		Completed to 3 months provision.				
	W ^t			cleand the masts. — Shifted the				
				three top masts. —				
♀. 9 th	WMS 3	B.		Completed the Water. — Got up				
	SW 6			the old top masts. Shipst. on board				
4. 10 th		0	cl. L	Completed the Stores. — I went				
	SW ^t	1		to London on 3 days Adm. ^t leave.				
♀. 11 th	E ^l	5	cl. L	Getting ready for sea — Made				
		6		Sig. ^t for Convoy to America — Order				
				for Halifax.				

May 1810	Wind	Weather	Wms. Blossom	Spithead	Bacon	Therm.
4 24	NW	2 P.L.	Painting &c.	30.06	52.53	
7 25	NW	2 P.L.	Received 3 boys from R.W.	29.97	58.54	
12 26	NEE	2 P.L.	M.W. Dow Master joined the ship via Squary. —	29.90	58.54	
16 27	NNE	3 P.L.	Received order to fit for Foreign Service. (Cape of Hope)	29.79	61.54	
12 28	ENE	5 C.L.	Received Sundry Provisions	29.95	56.55	
1 29	EN	4 B.L.	D° D°	29.92	53.55	
2 30	SE	5 B.L.	In consequence of my having experienced that the copper &c. though well enough for a short time at home was not fit to take to a Foreign Station, — we were ordered into harbour — Sent the Powder to the Purser — Took a pilot, Unmoored, Weighed, and at 8 lashed alongside the superb in Portsmouth harbour —	30.17	55.55	
10 31	SW	4 B.L.	Out Guns and Muck Topmasts. —	30.13	56.55	

June 1810	Wind	Weather	Wms. Blossom	Portsmouth	Therm.
7 1	SE	4 B.L.	Overhauling the rigging — clearing the hold.	30.15	
12 2	SE	4 B.L.	Cleared the hold, and preparing for dock — Out Shingle —	30.11	65
16 3	SW	2 B.L.	Ready for dock.	30.17	66.67
16 4	SW	4 B.L.	Overhauling the rigging	30.10	64
16 5	NEON	5 C.L.	D° D°	30.10	63
16 6	NNE	3 C.L.	Discovered a slight spring in the upper part of the bowsprit — Unrigged it, — hauled along side the hull got it out, and from thence she was warped into dock	30.10	64
24 7	SE	1 B. gr	Shifting & cleaning the Iron ballast —	30.05	65
7 8	SSE	3 B.L.	Shipwrights ripping off the copper. — Caulking bottom	30.08	68
12 9	SSE	2 B.L.	Shipwrights new copping — and laying a new platform in the Magazine.	29.86	70
16 10	SE	4 A.L.	—	29.61	68

June 1810	Wind	Wear	H.M.S. Blossom	Portsmouth	Bar.	Ther.	Sea
10	11	NE	4 cc	Shifting Iron Ballast, Dock Yard activities as above	29.72	67	
11	12	SW	4 P.	D ^o & Overhauling the rigging	29.77	64	
12	13	W	5 P.	D ^o D ^o	29.76	53	
13	14	NW	4 P.	D ^o D ^o	30.02	63	
14	15	SW	3 P.	Waked out of dock and lashed in the Basin for the activities to finish their jobs	30.06	63	
15	16	ESE	3 P.	Got in a new Bowprit by the Apollon for the ship. - rigged it	29.95	63	
16	17	WNW	4 P.	Moved the ship's Co. to the Dock - yard chapel.	29.83	62	
17	18	SW	4 P.	Stowing the hold - 2 nd Topmasts	29.82	67	
18	19	SW	6 a.m.	Squaring the Rattling - &c	29.85	68	
19	20	SW	7 P.	Stowing the hold &c	29.85	65	
20	21	SW	3 H.	Up Lower Yard, & G.M. ⁴ Getting in the stores &c	30.04	68	

June 1810	Wind	Wear	H.M.S. Blossom	Portsmouth	Bar.	Ther.	Sea
21	22	—	0	GL. carrying the provisions down to from the bulk to the Dock yard & stowing them	30.13	68	
22	23	NE	2 P.L.	Stowing the holds, cables &c.	30.21	66	
23	24	NE	3 P.	—	30.06	68	
24	25	SE	3 P.L.	Stowing the cables down &c	29.98	70	
25	26	NE	5 cc.	Stowing the spirits &c	29.93	67	
26	27	WN	1 P.L.	Dry? Activities finished	29.80	65	
27	28	SW	4 B.L.	Hauled out of the Basin to the Superb hull. - Towed the Miz ⁴ M ⁴ much decayed under the Boom saddle cleat - hauled to the ship hull & got it out	29.84	63	
28	29	SE	2 H.	Got in the Mizen Mast rigged it about sails fore & aft.	29.84	64	
29	30	WNW	2 cc.	Washed the hull, Pilot came on board, but wind blew right up the harbour. - Hauled the ship down to the bulk about the Demmattard ready for a start.	30.07	64	



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