Thursday 10. May 1810

Brisk and Steady Breze throughout E.S.E. the Ship going p. Log from 9 to 10 Knots p. Hour at about 8 P.M. a Sail was dis-covered on the Starboard Bow Standing S.E. Shortly after the first about: and Slanted in a S.W. direction as if intercept us, we were then Steering West the Captain changed his course two points more to the Southward on wh. the bore right up to Windward as if to fall in with us but we having a Sail Set 8 going to Knots left her so far a Stern that we shortly lost sight of her as it then grew Dusky she seemed to be a Ship Rigged Ships disposed to be either a French Privateer or British Cruiser very remote disposed to fall in with us, but being so far to Leward when the gave Chase was not able to come up with us at wh. we were as well satis-fied, after dark the Capt. Stood on as usual to the Westward, hard fales with a heavy cross Sea during the Night the Wind became Calmer & Rolling badly

L52.50 N.

Friday 11 May 1810

Strong Steady Gales from E.S.E. & S.E. Course mostly West W. Hy S. rate during the day 8 to 9 Knots. in the Evening Saw a Sail to Windward Steering East supposed to be an American Ship bound for the Cape

L50.44

Saturday 12 May

at 4 AM. the wind fell very low with a heavy Swell from the S.W. about 8 it prehended up from S.W. Hy W. the Ship Still Laying her Course Say W. W. W. Hy S. and Sailing at the rate of from 6 to 7 Knots on a Wind Weather pleasant — about 8 P.M. Saw a Sail to the S.W. Standing right for us which excited some alarm being apprehensive that she was a French Privateer, however she passed us about one Mile to the Southward & Stood on to the Eastward —

L49.9

Sunday 13th May 1810

Wind moderate nothing remarkable for part Wind S.E. latter E.N.E. Course W. Hy South, Passengers pretty stout being partly recovered from Sickness

L47.26