

for a double tyde which she carried to Shipwrecke, tone vpon the rockes, t- other vpon the sand, I omitt our danger passed Yarmouth, where by dragging anchour in a strong winde and tide we almost runne of our shipp a ground. All this Saturday and the night following the winde serued vs so well, that next day by 9 of Clocke we got beyond the westerne Cape of England, and so steered along not soe strongly as wee might because of our pinnace slow saileinge, whome we feared to leaue behinde, for feare shee might meet w<sup>th</sup> Turkes or some other pirates though we see nowe, by this meanes a faire shipp of London overtooke vs of 600 tunne, here we had a greate recreation to see that ship and ours runne for the fame with all the cloath they could make, an howers space with faire winde and weather, and pleasant sound of trumpetts, but ours gaue the other a topsaile and yet held with her, this done we stroke one course of our sailes, and staid for our pinnace, which was farre short of vs, and the draggon, for soe shee was called runne from vs out of sight that evening. Soe all Sunday and Munday the 24<sup>th</sup> and 25<sup>th</sup> of Novemb: we sailed afore the winde, till night, when the winde changed to Northwest so violent, and tempestuous, as the dragon was forced backe to ffamouth, not able to keep the sea, being yet not to goe southwest, but right south to Angola, and our pinnace mistrusting her strength came up to vs to tell that if shee were in distresse shee would shew two lights in her shroode; our master was a very sufficient seaman, and shipp as strong as could be made of oake and iron, 400 tunne, kingbuilt: makeinge faire weather in great stormes: now the master had his choise, whether he would returne England as the draggon did, or saile so close vp to the winde, as if he should not hold it he must necessarily fall vpon the Irish shoare, so infamous for rockes of greatest danger: of these