Extract from the log of the Swedish naval brig *Phoenix*, 1-2 October 1808 (version 2)

| day | hour | knots | eights | compass | leeway | variation | true | distance Germ. miles | wind | nbr of points | from | to | dist naut. miles | dlat | dep |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 P.M. | 1 | 4 | 1 | NbE | 1 | 1 | NbE | 3¾ | NWbW | 1 | N | E | 15 | 14,7 | 2,9 |
| | 2 | 3 | 7 | | | | | | | | | | | | |
| | 3 | 3 | - | | | | | | | | | | | | |
| | 4 | 3 | 7 | | | | | | | | | | | | |
| | 5 | 2 | 4 | NbE | 1 | 1 | NbE | 1¾ | NWbW | 1 | N | E | 7 | 6,9 | 1,4 |
| | 6 | 2 | 6 | | | | | | | | | | | | |
| | 7 | 2 | 1 | | | | | | | | | | | | |
| | 8 | 1 | - | W | - | 1 | WbS | ¼ | | 7 | S | W | 1 | -0,2 | -1,0 |
| | 9 | 1 | 6 | W¼N | - | 1 | WbS¼W | 4⅞ | SEbS | 7¼ | S | W | 19,5 | -2,9 | -19,3 |
| | 10 | 4 | 6 | | | | | | | | | | | | |
| | 11 | 6 | 3 | | | | | | | | | | | | |
| | 12 | 6 | 6 | | | | | | | | | | | | |
| 2 A.M. | 1 | 6 | 4 | SWbW | 1 | 1 | SWbW | 6 | SEbS | 5 | S | W | 24 | -13,3 | -20,0 |
| | 2 | 6 | 3 | | | | | | | | | | | | |
| | 3 | 5 | 4 | | | | | | | | | | | | |
| | 4 | 5 | 4 | | | | | | | | | | | | |
| | 5 | 3 | - | S | 2½ | 1 | SbW½W | 2½ | E | 1½ | S | W | 10 | -9,6 | -2,9 |
| | 6 | 2 | - | | | | | | | | | | | | |
| | 7 | 3 | - | | | | | | | | | | | | |
| | 8 | 2 | - | | | | | | | | | | | | |
| | 9 | 3 | - | W | - | 1 | WbS | ¾ | E to ESE | 7 | S | W | 3 | -0,6 | -2,9 |
| | 10 | 4 | - | NW | - | 1 | NWbW | 3 | | 5 | N | W | 12 | 6,7 | -10,0 |
| | 11 | 4 | - | | | | | | | | | | | | |
| | 12 | 3 | 6 | | | | | | | | | | sum: | 1,7 | -51,8 |

The speed was logged every hour and measured in knots and eights thereof. The reason for the eights is the fact that the log line length between each knot was around 45 feet, one eight of this is nearly a fathom and the length could easily be “fathomed” from the nearest knot on the line. Leeway is given in points and the variation was 1 point westerly. The distance is given in German miles, equal to 4 nautical miles. The columns to the right are added by me, values of difference in latitude and departure are taken from Klint’s Nautiska och logaritmiska tabeller, Stockholm 1895.

The day’s run by dead reckoning was thus 2 miles north and 52 miles west, corresponding to a general course of 272°. As *Phoenix* latitude was about 59°20’, the longitude difference becomes 1°42’W.

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