

Remarkable account of the loss of the ship Ganges, East Indiaman, off the Cape of Good Hope, May 29, 1807 and of the general and miraculous preservation of the crew, consisting of upwards of two hundred persons, authenticated by extracts from the log book / by T. Harington, Esq Commander. Also the wreck of the Winterton, East Indiaman.

Contributors

Harington, T.

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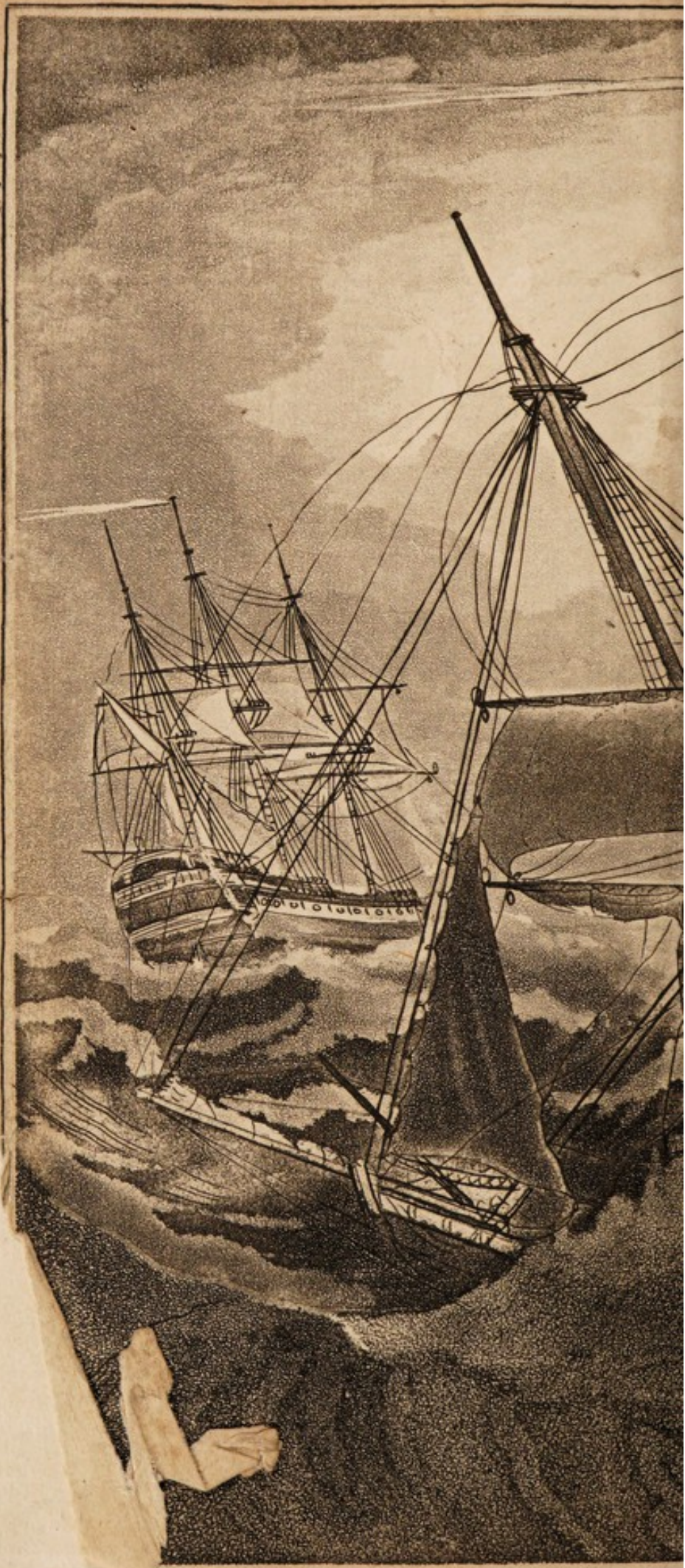


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OF THE

LOSS

OF THE SHIP

G A N G E S,

East Indiaman,

OFF THE CAPE OF GOOD HOPE,

MAY 29, 1807 :

AND OF THE GENERAL AND

Miraculous

Preservation of the Crew,

CONSISTING OF UPWARDS OF

TWO HUNDRED PERSONS,

Authenticated by Extracts from the Log Book,

BY

T. HARRINGTON, Esq. Commander.

ALSO

THE WRECK OF THE

W I N T E R T O N,

EAST INDIAMAN.

LONDON :

Printed for THOMAS TEGG, 111, Cheapside.

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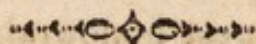


L O S S
OF THE SHIP
G A N G E S,

East Indiaman,

OFF THE
CAPE OF GOOD HOPE,

MAY 29, 1807.



THE melancholy account of the total loss of the Ganges East Indiaman, which first appeared in the St. Helena Gazette, Saturday, June 20, 1807, is, tho' unaccompanied with the calamities generally attending shipwrecks, extremely interesting and remarkable, particularly as the preservation of her crew which consisted of 209 persons was not only general but miraculous.

The state of this vessel, which was under the command of T. Harington, Esq. which was lost Friday, May 29, off the Cape of Good Hope, in lat. $38^{\circ} 22' S.$ and longitude $19^{\circ} 50' E.$ of Greenwich, was exceedingly leaky, previous to this unfortunate event; so much so indeed, as to render it indispensably necessary that she should proceed under easy sail, and that the most prudent and cautious measures should be adopted by the captain and officers in the conduct of her.

On the 21st of May, the Ganges unfortunately separated in a gale of wind, from his Majesty's ship Concord, and five of the Company's ships, viz. Bengal, Lady Jane Dundas, Asia, Walthamstow, and Alexander. On the 22d the Honourable Company's ship St. Vincent, being the only one in sight, Captain Harington, placed himself under the orders of Captain Jones, who with the most watchful and unceasing care, continued to

LOSS OF THE GANGES.

keep as near the Ganges as circumstances would admit, from that time till the day on which she foundered; the particulars of which, are so amply and faithfully stated in the journal belonging to the vessel, that we shall here present our readers with an Extract from the log-book of the ship Ganges.

Friday, May 29, 1807.

“Light airs and cloudy in P.M. A.M. a light breeze and fair, the swell much gone down, but the ship still rolling dreadfully, and rendering it dangerous for the boats to take persons on board, whether astern or alongside. At $\frac{1}{4}$ past noon the St. Vincent being still nearly four miles from us, there being seven feet water in the well, the stern post being now four inches off the dead wood, and the ship ungovernable by the helm, got the launch at all risks alongside, having in vain attempted to put the ladies on board of her out of the stern gallery, though the railing was cut away for the purpose. At $\frac{3}{4}$ past noon she left us with all the passengers, except a Mr. Rolliston, of the Bombay civil establishment, who insisted in a manner the most friendly to me, and the most honourable to himself, in remaining on board until my officers and self quitted the ship.

“At one P.M. the yawl left us with the sick people, and some others of the ship’s company and soldiers of his Majesty’s 77th regiment still working at the pumps with unabated vigour and good will. At three P.M. 8 feet water in the well, and the ship settling fast. At $\frac{1}{2}$ past four, 9 feet water in the well, and seeing the launch on her return, called the people up from the pumps. Down both cutters, and sent them off as full as prudence would permit, with orders not to return. At five the launch, yawl, and one of the St. Vincent’s boats came alongside, and by $\frac{1}{2}$ past five, had all left the ship again full of people, the third and fifth officers in charge of the launch and yawl.

“Immediately after the boats had quitted us, mustered the people, and there being 49 men still on board, (Mr. Rolliston, the chief, fourth and sixth officers, and myself included) again set the pumps to work, as the night was closing in fast, and the St. Vincent still at some distance from us. At six P.M. in company with the chief officer, gunner, and carpenter, visited the gun-room for the last time, found the head of the stern-post had forsaken the transom full six inches, the gunboard seam of the counter two inches open, for six or seven feet down at least, the wood ends five inches off the stern-post, and all the counter timber gone at the heels.

“At $\frac{1}{2}$ past eight, P.M. the St. Vincent’s boat and the

once more came alongside, and then (and not till then) were the pumps finally quitted by my orders. Filled the two boats, and dispatched them, to return no more; five minutes afterwards the launch came up to us, and at $\frac{3}{4}$ past eight, accompanied by Mr. Rolliston, the chief, fourth and sixth officers, and all that remained of the ship's company, I quitted the unfortunate Ganges, with three cheers from us all, and twenty minutes after boarded the St. Vincent in safety, where we were received by Captain Jones with all that feeling and humanity which has distinguished his conduct since our separation from the fleet. And here, before the journal of this eventful voyage is finally closed, I conceive it to be my duty to state, that on leaving the ship, she had ten feet water in the well, and that she had settled half way up her bends, that she was wholly ungovernable by the helm, and that the poop, quarter deck, and upper works generally in motion, and that as no human means were left untried, so were no human powers equal to save her from destruction.

“At day-light the St. Vincent, from what causes must appear in her log-book, having made but little progress in the night, saw the ship about five miles off, with her masts, yards, and sails in the same situation as the preceding evening. At seven A.M. Captain Jones, in compliance with my request, bore up towards her, and at nine, accompanied by Mr. Rolliston, the chief, and fourth officer, and a full complement of men for the boat, I pulled towards her in the launch, with the hope of saving some part (however small) of the property on board.

“As we approached the ship, observed the water running out of the scuttles on the gun-deck, and that the fore-castle was at times completely buried in the waves. Under such circumstances, the ship being evidently in a sinking state, we conceived it most prudent to relinquish our object, and therefore immediately returned to the St. Vincent, at that time not more than a quarter of a mile distant. About four minutes before noon got alongside of her again, and fortunate it was that we did so, for scarcely had the launch been secured in that situation, before the Ganges, with three close reefed topsails set upon her; fore and main-yard square, cross-jack-yard braced up, and mizen-stay-sail sheet aft, fore-sail in the brails, and helm lashed alee, in a most extraordinary manner paid off before the wind, and in the lapse of one minute sunk, entirely going down head foremost, with all her masts standing, except the main-top-mast, which on the main-yard touching the water,

broke off at the cap and fell forwards, and leaving on the minds of upwards of four hundred persons, who were witnesses to this most awful scene, an impression which the feeling heart may perhaps conceive, but which never can, I think, by the ablest pen be with justice described."

"Lat. 38° 22' S. where the Journal of this ill fated ship closes for ever."

(Signed) T. HARINGTON.

Every reader of sensibility must rejoice, as well as wonder at the amazing interposition of Providence, when it is stated on the best authorities, that not a single life in this ill-fated vessel was lost, tho' a few hours before she sunk she had upwards of 200 persons on board. This general preservation must appear still more extraordinary, when we consider the peculiar circumstances of difficulty and danger with which her boats were hoisted out, owing to the then boisterous state of the weather. Much may be attributed to the coolness of the crew, who, though death stared them in the face, did not suffer agitation to hurry them into greater danger, or suffer despondency to relax their exertions. Not a man betrayed the least weakness of fear, or shrunk from his duty through terror. The captain on his remarks on the conduct of the crew, thus observes,

"The meritorious services of my passengers, nobly and handsomely offered in a very trying and perilous situation, and entered into, as they were immediately on being accepted, in a manner that was equally pleasing to me, and honourable to themselves, I most gratefully acknowledge, and never shall forget. Of my officers, I cannot perhaps speak in terms more adequate to their deserts, or more satisfactory to themselves, than by saying they discharged their several duties in the most exemplary manner; and with respect to the ship's company, among whom may be classed a number of men of his Majesty's 77th regiment, working their passage home in her, I feel most happy in testifying, that they united all the good qualities of British seamen and British soldiers, when placed together in scenes of danger and distress, till they could no longer be of service to the cause in which they were engaged."

The conduct and humanity of Captain Jones, who kept as near as possible to the ill-fated Ganges, and when all hopes of saving her were vanished, sent his boats to the relief of the crew, cannot be too highly extolled.

"To Captain Jones," (says Captain Harington in his letter to the worshipful Robert Patton, governor, &c. &c.) "of

the St. Vincent, who, under Providence, has been the happy instrument of our deliverance, his own feelings must have proved at the time, and will ever prove through life to him, sources of higher satisfaction than any praise of mine can bestow, but I should ill discharge those duties which my present situation calls upon me to fulfil, if I did not express to you in this public manner, the strong and grateful sense which is entertained by my passengers, officers, and self, of his humane and generous conduct, both previous to, and on the occasion of the loss of the Ganges, as also of his liberal hospitable attention to us on board the St. Vincent, subsequent to that misfortune."

In disasters of a similar nature, the losses which are sustained, may generally be attributed to the impatience and misconduct of the crew. Self love is the prevailing passion in the hour of danger; and in cases of shipwreck, it may often be observed that the boats which are either launched out for, or come to the relief of the crew, are so suddenly filled, that the lives of all, or the major part who so rashly crowd together, are frequently lost. Alas! at the time of those calamities the amiable quality of friendship is little known, that selfish principle of "Every one for himself," is then only attended to, and there have been instances of men destroying one another in order to insure, as they thought, their preservation. Let the coolness and moderation of the crew of the Ganges, be a lesson to all those who may hereafter experience similar misfortunes. Not a man attempted to enter any of the boats, until desired by the captain; and instead of demonstrating that eagerness for self preservation, which, as already observed, is so usual on those occasions, many a man that was desired to insure his safety, modestly declined it, giving the preference to his neighbour; in short there was as much ceremony, as if there was little or no danger, and some men carried their etiquette so far that the boats were kept waiting for a sufficient number.

A truer picture of magnanimity, we believe, was never before exhibited, especially in so numerous a crew—209 persons. We may venture to say, that patience and regularity, are always the surest means of preventing the dreadful consequences; whereas, impatience and disorder only tend to accelerate them. The former however are fortunate by the noble characteristic of British seamen.

INTERESTING ACCOUNT
OF THE
L O S S
OF THE
Winterton East-Indiaman,
OFF THE
Island of Madagascar,
AUGUST 20, 1792;
AND OF THE SUBSEQUENT MISFORTUNES OF THE
C R E W.

CAPTAIN DUNDAS, the commander of the *Winterton*, was allowed by all who knew him to be a good and experienced seaman. He had been before to India in the service of the Honorable East-India Company, when he displayed considerable skill. Having been appointed to make another voyage in the same capacity, the *Winterton* accordingly sailed from Gravesend, March 10, 1792, and from the Downs on the 4th of the succeeding month, April. After a fine wind down the channel, they cleared the land on the 11th, and bade farewell to old England.

After an easy and quick passage, during which no incident occurred worthy of recording, they arrived at the Cape of Good Hope, July 20. Here they remained till the 1st of August, when having completed their water, and other neces-

series in False Bay, they sailed at day-light with a fresh breeze, at N. W. It was the intention of Captain Dundas, after leaving the Cape, to take the outer passage for India. Accordingly they shaped their course to the S. E. for two days, when the wind shifted, and became variable between the south and east, blowing fresh till the 9th, when a S. W. wind succeeded for a short time, after which it returned to the S. E. The wind thus inclining so much to the S. E. obliged Captain Dundas to deviate from his original purpose, and he accordingly bore away on the 10th for the channel of Mosambique.

Being baffled with light variable winds and calms for some days, their progress was inconsiderable, till the 19th, when a S. W. wind sprung up, which they had reason to believe was the regular monsoon. They were then, it is supposed, in the latitude of 25° S. but as their journals were lost with the vessel, this point cannot be ascertained.

Captain Dundas, before they stood to the northward, wished to make the island of Madagascar, somewhere near the bay of St. Augustine, in order to avoid the shoal called Bassas de Indias, which is so inaccurately laid down in the charts. For this purpose, therefore, they steered east by compass, from noon of the 19th till midnight, when the captain relieved the second officer; Captain Dundas being then on deck, altered his course to E. N. E.

The captain had two time pieces, one of which he had employed in his former voyage, and he had by means thereof constantly made the land to the greatest degree of exactness. From these, and several sets of lunar observations, taken four days before, the whole of which coincided with the time pieces, he, at midnight concluded with confidence that they were 80 miles from the nearest part of the coast.

On the 20th from midnight till two A. M. when the captain again came on deck, and observing the lower-steering-sail to lift, ordered the third mate to keep the ship N. E. by E. It was a clear star-light night, with a moderate breeze at S. S. E. and the ship was going at the rate of 6 knots.

Every possible attention was paid to the look-out, the captain himself watching stedfastly with a night-glass in the direction of the land; but he was so perfectly satisfied with the correctness of his time pieces that he never mentioned sounding. A little before three o'clock, Captain Dundas pointed out to the third mate the ship's place on a chart according to which they were then above 60 miles from the land. At three the captain left the deck, and directed the above-mentioned

officer to steer N. E. at the same time observing that they could not make more than six miles of easting before day-light on that course, and that if they were even nearer the land than he supposed, it would be impossible to avoid seeing it before any accident could happen.

Captain Dundas had not quitted the deck more than seven or eight minutes, when the vessel, which was going at the rate of between six or seven knots, unfortunately struck. The shock was scarcely noticed except by the man at the helm; the water was perfectly smooth; no breakers or surf was to be heard; and notwithstanding the clearness of the horizon, the land was not perceptible. It was then new moon and high water, circumstances, which, in their present situation, were particularly unfortunate. The jolly boat and yawl were immediately got out, and not one hundred yards astern found five fathoms water. The sails were immediately thrown back and every effort to get the vessel off was made at this critical moment but without success.

The kedge-anchor, with a nine-inch hawser was then carried out into five fathom, and they strove, but all in vain, to heave her off by means of it. The sails were then handed, the top-gallant yards and masts struck, the long-boat got out, the booms rafted alongside, and the upper deck entirely cleared.

On the approach of day-light, they saw, and not till then, their dreadful situation. The Winterton was upon a reef of rocks, about six miles from land; about half way between the shore and the outer reef was another, which was covered at high water. That on which the ship struck extended as far to the northward as they could see, and to the southward nearly the whole length of the bay of St. Augustine.

On the ebbing of the water, the ship beat with great violence, and began to leak. The recruits were immediately set to the pumps, where they continued as long as they could be of service. By eight o'clock the rudder was beaten off, the sheathing came up alongside, and there was only 8 feet water under the ship's bows; but as she then lay quiet, they entertained hopes of being able to get her off with the next high tide. After breakfast the third mate was ordered on the gun deck, to get the guns overboard, which were received one at a time by the long-boat, and dropped at some distance from the ship that she might not strike on them, when she should be again raised by the tide. A party was at the same time employed upon deck in heaving up the rudder, and securing it

alongside. About half the guns had been carried away, when the sea breeze setting in fresh, occasioned such a surf that the boats could not approach. They, however, continued to lighten the vessel by heaving overboard such heavy articles as would float away; and at three o'clock in the afternoon, when it was high water, they made use of all their endeavours to heave the ship off, but, alas! their utmost exertions proved ineffectual.

The captain now perceiving that every attempt to recover the vessel was fruitless, his next consideration was the preservation of the crew and passengers. That an object of such importance might be accomplished as completely as the surrounding difficulties would permit, every nerve was strained to keep the vessel together as long as possible. The masts were cut away, by which means the ship was considerably eased; the spars that were not carried away by the surfs were stored in board, for the purpose of constructing rafts.

Their situation was now truly dreadful; the ship was likely to float a wreck, every circumstance was so unfavorable that they could not expect to derive much advantage from all their endeavours, but yet they were determined to spare no exertions. Accordingly they collected a quantity of beef, bread, liquors, with other articles of a similar nature, some barrels of gunpowder, and muskets; in short, whatever they judged most necessary was put into the long boat; and that no lives might be lost through the unhappy effects of intoxication, to which, on such occasions, sailors, in general, are too much addicted, under the false notion that it is best to drown affliction, every cask of spirits within reach was staved. By this excellent precaution, sobriety was preserved, and every man was capable of doing his duty.

At sun-set the second mate and purser were sent on shore in the yawl to seek a convenient place for landing. The other boats, with some of their hands to watch them, were moored astern of the ship, as was sufficiently clear of the surf for the night. Captain Dundas observed the latitude at noon, and found that the reef on which the ship struck was about 63 miles north of the bay of St. Augustine, in the island of Madagascar.

In the course of the evening the captain assembled the people, and in a short address, after adverting to the situation of the vessel, he directed what route they were to take after getting on shore, and stated the great probability of meeting with a ship at the bay of St. Augustine. In a very animated

speech to the seamen, he particularly insisted on the absolute necessity of their paying the strictest obedience to the commands of their officers, at the same time assuring them of his assistance and advice, and intimating that it was his duty and his determination to abide by the vessel until he was convinced of the possibility of the preservation of every person on board.

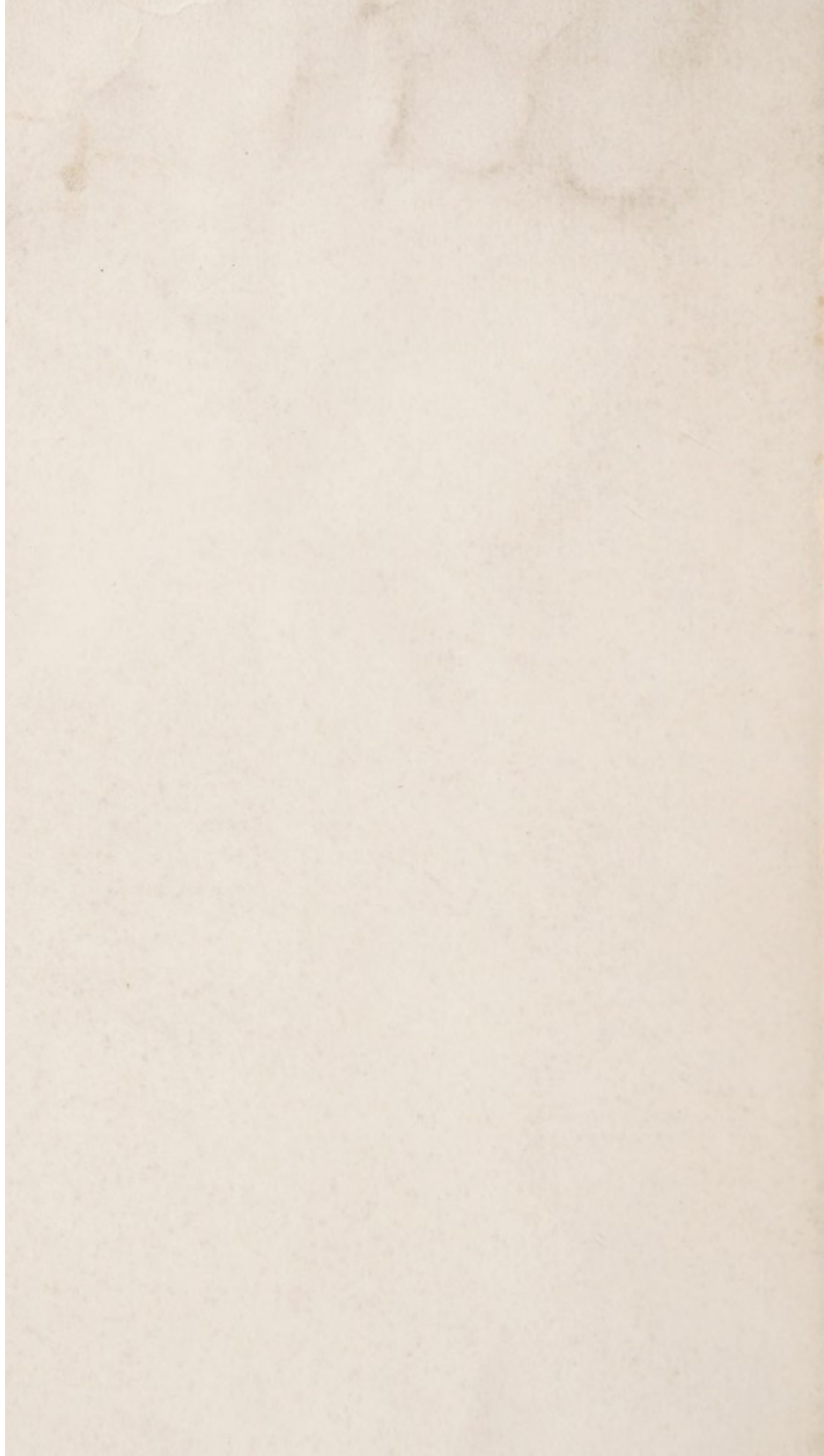
This manly address of Captain Dundas did not fail to produce the desired effect on the minds of those to whom it was directed:—It was returned with three cheers, and a general promise of acquiescence in his and his officers' commands. The captain also persevered in the vessel till the life of every individual in it was safe—a resolution, which, as it may in the histories of many shipwrecks be remarked, is always religiously adhered to by every commander who knows his duty, and is properly tenacious of his honour.

About midnight they were alarmed by the cries of people in distress, and upon repairing to the deck they had the mortification to see their three boats dashed to pieces by the violence of the surf; the wind increasing during the night, had occasioned it to break much further out than was expected. It was not without extreme anguish and horror that they beheld the poor fellows who had been in the boats, struggling to reach the vessel, while the violence of the surf seemed to preclude the possibility of their preservation. Those on board, with the utmost exertions, succeeded in saving only three out of ten; many, in the instant of grasping a rope, were driven far out of sight and perished.

The unfortunate survivors on board were thus deprived of the only means of getting on shore, and the vessel at the same time beat with such force on the rocks that it was doubtful whether she would hold together till morning. The horrors of this dreadful night were considerably augmented by their ignorance of their real situation, so that their consternation during the few hours of darkness can be much better conceived than described.

On the 21st, on the dawn of day, they immediately began to make rafts of what spars and planks they had, and payed the cables over board to get at some on the orlop deck. They also cut the beam ends of the poop, and shoard the deck up, and got it ready for a raft. About nine o'clock A.M. the yawl with the utmost difficulty, rowed off from the shore, through an immense surf, and soon afterwards came within hail, but was desired to keep at a distance, as she could not





safely come alongside. Those on board her, reported that the beach was every where alike, being covered by a surf as far as they had seen. The boat soon after returned to the shore, and they saw her no more for several days. In the forenoon, three or four rafts left the ship with nearly 80 people, who got on shore in safety.

The loss of the boats rendered the situation of those who remained on board extremely precarious. The powerful and irresistible feelings of self preservation was excited in every breast, and caused Captain Dundas to waver in his original declaration to the men; for at this critical moment he expressed a wish to accompany the ladies on shore, as he might have been able, in some degree, to alleviate their forlorn condition. Certainly the captain had an ample excuse for changing his resolution, indeed it is said that the ladies solicited him to accompany them, and the captain having thus to contend with the laws of honor and politeness' began to incline to the latter. From his intentions to accompany the ladies he was however diverted, having been persuaded by his friends to remain on board till it was too late.

This day the sea breeze was much stronger than before, and the surf consequently became much heavier. In the evening it was so violent as to part the hawser which held the ship's stern to; about sun set, she drove with her broadside upon the rocks, the sea making a breach entirely over her. At seven o'clock she parted at the ches-tree, when all crowded upon the quarter deck and poop.

At this moment, and for the last time, the third mate, by whose communications we have been enabled to give this narrative, beheld Captain Dundas on the poop with the ladies. Horror and anxiety were strongly depicted in his countenance while he was endeavouring to console in vain, the unfortunate females. The lamentations of the ladies were truly dreadful. The alarm and despondency of the crew, rendered the major part inattentive and idle. Mr. Chambers, tho' repeatedly urged to attempt to save his life, remained inattentive, declaring his conviction that all his efforts would be ineffectual, and with a perfect resignation to his own fate, requested every one to provide for himself, and care no longer about him.

Soon after this, the Winterton broke up, when a scene ensued of such misery, distraction, and horror, as have perhaps never been exceeded, At this critical moment, the third, fourth, and fifth mates, left the wreck upon a raft, which they had constructed for the purpose. Those men it seems were

wisely employed in taking proper measures for their safety, while the rest were idly bewailing their fate, without endeavouring to avoid it. Those men in the raft were now rapidly wafted from their ill-fated vessel, beyond the reach of the piercing cries of misery, which, issuing from more than 200 people, involved in the most complicated affliction, may be imagined, but cannot be adequately described. The men who thus left the vessel in the raft which they had contrived, certainly acted with as much secrecy as expertness: had they not been remarkably close and quick in their proceedings, others of the crew would probably have taken advantage of their labour, and the machine which they contrived, might have been so overloaded that they might all have perished.

After driving all night, in the expectation of soon reaching the shore, the men in the raft found themselves miserably deceived, for on the approach of day-light they could not see land. Knowing, however, the direction in which it lay, they laboured very hard, and about three o'clock on the 22d they got on shore.

As these men were proceeding southward, they found that the poop had driven on shore with 60 people on it, among whom were five of the ladies, and several gentlemen. These (particularly the former) were really objects of commiseration, on account of the hardships they had undergone. They could give no account of Captain Dundas. The carpenter however, afterwards reported that when the poop had departed, the starboard side of the wreck floated with the broadside uppermost, and that the captain was washed through the quarter gallery, and in this manner perished.

The rest of the people got on shore, some on small pieces of the wreck, and others in canoes in which the natives came off to plunder the remains of the vessel. It is lamentable to think how mankind frequently feed on the misfortunes of their fellow creatures. It was not compassion, the amiable characteristic of the worthy minded, that induced those natives to approach the wreck in their canoes for the purpose of rescuing the unfortunate; but it was avarice, that base passion which degrades the human breast, which prompted them thus to prey upon the wretched. Happily, however by means of these worthless characters some were preserved from a watery grave; but it was not till Sunday the 26th that the last of them landed. Captain Dundas, Mr. Chambers, three young ladies, and forty-eight seamen and soldiers perished. Many articles were thrown upon the beach, but every thing of value was secured by the

greedy natives, who threatned with death, those who attempted to oppose them. Not satisfied with this, they even plundered and stripped the unfortunate sufferers wherever they met with a favorable opportunity. This cruel disposition on the part of the natives, together with the loss of their boats, rendered it utterly impossible for shipwrecked mariners to save any part of their treasure or cargo.

In a few days the whole of the survivors arrived at Tulliar, the residence of the king of Baba, to whom every acknowledgment is due, for his kindness and humanity to them, from the time of their arrival, till the remnants of the Winterton's crew were taken off the island.

For some days after they reached Tulliar they remained in a state of the most anxious suspense for the fate of the yawl, as it was on her safety alone they could found the most distant hope of relief, the season being so far advanced, as to render it highly improbable that any vessel would touch at the bay till next year. From this anxiety they were, however, relieved by her arrival in the river of Tulliar. They got her up to the town, and placed a guard over her, to prevent the ill-disposed natives from destroying her, for the sake of the iron work, as they certainly would have done, had it been at any distance from the king's residence.

At a consultation of the officers, it was agreed that the third mate should go to Mosambique, to endeavour to procure a vessel, and that every person should exert himself to get the boat in readiness for this purpose with all possible dispatch. The want of tools and other necessary articles, prevented the carpenters from doing any thing more than putting a false keel to her, and raising her with the burthen board about five inches forwards. With regard to sails they managed tolerably well. Fortunately a compass had been put into the boat on the evening of the 20th of August, and a quadrant had been picked up on the beach, but they could not procure a chart, or a single book of navigation. A small geographical grammar which the third mate procured from one of the soldiers, ultimately proved the means of saving their lives.

The repairs and preparations having been completed on the 12th of September, the third mate sailed from Tulliar bay, accompanied by the fourth officer, four seamen, and Mr. De Souza a passenger, whose knowledge of the Portuguese language was likely to prove of considerable service.

For two days they made a tolerable progress to the northward, with a pleasant westerly breeze, but the wind then

shifted to N. N. E. and never became fair again. What added greatly to their disappointment was that their small stock of provisions, consisting of cakes made of Indian corn, and beef proved quite rotten, and full of maggots, so that they had nothing to subsist upon but some raw sweet potatoes and sugar cane, with half a pint of water a man per day; for though they had 25 gallons of water when they sailed, yet the greatest part of it was lost, from it being kept in calabashes, many of which broke with the motion of the boat.

In this dreadful situation, they made the coast of Africa on the 20th of September, nearly in the latitude of 18° S. the currents having carried them considerably further to the westward than they expected. For three days they endeavoured to get to the northward, but the wind keeping constantly in the N. E. they were unable to make any progress; and having, at that time, but a very slender stock of water remaining they judged it imprudent to persist any longer in the design of reaching Mosambique. They, therefore, steered for Sofala, a Portuguese settlement, situated in $20^{\circ} 30'$ south latitude, to which they were directed by their little book, the geographical grammar already mentioned.

During their run to Sofala they put into two rivers from a supposition that it lay in one of them; meeting in the last with some inhabitants who spoke Portuguese, they advised them to apprise the governor of their wish to reach the place. This advice being taken, the governor, as soon as he was informed of their situation, dispatched a letter, with a seasonable supply of provisions, and a pilot to conduct them into Sofala, where they arrived September 29.

It was by means of Mr. de Souza that our wretched mariners made the governor acquainted with the extent of the unhappy disaster that had befallen them, requesting his assistance and advice how to act. The governor received them with great kindness and humanity, desiring them to think of nothing for a few days, till they were perfectly recovered from their fatigue. He also furnished them with cloaths, of which he observed they were in great want. Still, however, there was a great shyness in his behaviour, for which our wretched mariners could not account. In all probability he doubted their veracity, and took them for part of the crew of some French ship, come with the intention of kidnapping some of the natives, though the ragged and squalid appearance of our sufferers by no means justified such an apprehension. Happily

however, his suspicions, whatever they were, soon vanished, and he then informed them that only one vessel came thither annually; that she had sailed about a month before, and would not return again till June; adding, that as the N.E. monsoon was set in, it would be impracticable to reach Mosambique at that time, but, if they chose, would furnish them with guides and necessaries to proceed to Senna, an inland Portuguese settlement. At the same time he represented the undertaking in such an unfavourable light, together with the length of time likely to intervene before any occasion might present itself to proceed farther, that, on mature deliberation, they declined all thoughts of it, and turned their attention to a boat belonging to the governor, about the size of an Indian's long boat, for which they made application, and of which, after some hesitation, he made them a present.

During their stay in this place they were generously supplied by the governor with every thing they wanted. Apprehensive, however, of encroaching too much upon his liberality, and tiring him with their wants, they expressed their impatience of leaving Sofala. Through the interest of the governor they procured every thing necessary for their voyage, and sailed from Sofala on the 12th of October. Their evil fortune still continued to persecute them, for they had been only three days at sea, during which they had constantly foul winds, and had not proceeded above forty miles, when the boat proved so extremely leaky, that, with their utmost exertions, they could scarcely keep her above water.

Various and wonderful were the escapes of our wretched mariners, from the most imminent dangers, till they regained Sofala, which was not till the 20th of October, though the distance was so small. Their reception from the governor was now totally different from what they had before experienced, and as no just cause existed for this alteration, it excited a no small degree of astonishment. He immediately sent for the third and fourth mates, and without enquiring the cause of their return, informed them that he was preparing to dispatch some letters for Killeman, and that they must hold themselves in readiness to accompany the messenger who carried them. In vain they represented the feeble state of their health, impaired by the incessant fatigue they had recently underwent; in vain they urged the necessity of rest to recruit their exhausted spirits; he remained inexorable to all their solicitations. They then requested some kind of conveyance, and he at

length offered them a sort of palanquin, but positively refused any assistance to Mr. de Souza, or the seamen. This, therefore, they rejected as an invidious distinction; and after providing themselves with some cloth for the purpose of purchasing subsistence on their journey, on the 1st of November they left Sofala with no reluctance.

In the course of 20 days they had now travelled 200 miles through a miserable tract of country, very thinly inhabited, which is probably the consequence of the slave trade at Mosambique. Sometimes in a distance of 40 miles, not a hut or a single human creature was to be seen. The precaution which our travellers took in surrounding themselves with fire at night, prevented any accident from the numerous wild beasts with which the country abounds. But the excessive heat of the climate, and the fatigue they had experienced from being obliged to travel during the heat of the day, quite overpowered them.

During a fortnight, our wretched adventurers remained in a most deplorable state, having suffered exceedingly from hunger as well as fatigue. Fortunately, the governor of Senna, hearing they were on the way, dispatched palanquins for them, and they arrived at Senna on the 6th of December. Here they experienced much kindness and attention, and received what medical assistance the place afforded. During their stay here, however, two of their seamen died; also Mr. Wilton, a worthy, active, and able young officer, who was the fourth mate.

On the first notice that a vessel was ready to sail, our distressed mariners left Senna, and in a few days arrived at Killiman, where they embarked on board a sloop, and on the 12th of February, 1793, the third mate and Mr. de Souza reached Mosambique, five months after leaving Madagascar.

Upon their arrival there they immediately waited on the governor, and acquainted him with the loss of the Winterton, as well as every circumstance that had occurred since their departure from Madagascar. The third mate informed him, likewise, that he had been deputed by his unfortunate shipmates to solicit the aid of the government of Mosambique, requesting him to send a vessel for the relief of those in whose behalf he entreated his assistance. The governor replied, that though he felt the strongest inclination to relieve his companions, yet circumstances prevented him from complying with his request, as there was not at that time a vessel in the harbour belonging to her Majesty, the Queen of Portugal.

This being the case, this officer (our correspondent) consi-

dered himself authorized to endeavour to freight a private vessel to the island of Madagascar, in the name of the Honorable East-India Company; and in the warmest terms of gratitude he expresses his acknowledgments of the liberal conduct and efficient aid of the governor, which soon enabled him completely to equip the vessel for her intended voyage.

This gentleman having thus put his laudable design into execution, left Mosambique on the first of March, and after a tedious passage of 23 days, he anchored safely in the bay of St. Augustine. He immediately repaired to Tulliar, to inform his unfortunate companions that at length a vessel was arrived for the purpose of fetching them away; great was his astonishment, and very poignant was his sorrow, when he beheld the miserable state of these unhappy survivors!—a state which to describe would baffle the abilities of the most eloquent orator, or the most able writer! Overwhelmed with despondency, their afflictions were greatly augmented by the attacks of a malignant fever; and as no kind of surgical stores had been saved from the wreck, they were entirely destitute of medicines to alleviate its fatal effects. Being likewise deprived of the necessaries of life, to which they had been accustomed, the number of people, including the passengers, was reduced to 130, though nearly double that number had been saved from the wreck. These wretched people were in such a weak emaciated condition that notwithstanding all the exertions of the third mate to expedite the business of embarkation, it was ten days before it was completed. At length, on the 3rd of April, this officer, with the unhappy remnant of his friends and fellow sufferers, sailed from Madagascar, and on the 11th arrived at Mosambique. During their passage seven persons died, two of whom were passengers.

“I should be wanting in gratitude,” says the author of this affecting narrative, “were I not to mention the flattering reception we experienced from the governor and inhabitants of Mosambique. Our forlorn condition inspired them with sentiments which do honor to their humanity; they prepared an hospital for the sick, and vied with each other in soothing and unremitted attention to the ladies.

“Though the sick received every medical assistance that could possibly be procured, yet the insalubrious climate of Mosambique retarded the establishment of their health, and during a stay of two months about thirty more of my companions died, while I had the mortification to observe the sickness of the survivors continued. As no ship belonging to

the government of Portugal had arrived in the harbour, the governor was as incapable of affording us a vessel as upon my former requisition.

Several other authors who have visited Mosambique, have expiated on the unhealthiness of the place. Its impure air is productive of many disorders, and therefore instead of tending to the recovery of these unfortunate people, was not only the means of protracting it, but in all probability, rendered their situation mor dangerous.

The third mate who had exerted himself in behalf of his wretched companions, in conjunction with Mr. Dunn, the purser, and Lieutenant Brownrigg of the 75th regiment, was now reduced to the necessity of again freighting of a vessel in the name of the East India Company, in order to transport them to Madras.

Accordingly, on the 20th of June, they took leave of Mosambique, after making due acknowledgements to the governor for his polite attention. At the end of three days they anchored at Goanna, for the purpose of procuring provisions and other necessaries. Having accomplished this business, they left the island on the 19th having experienced from its generous inhabitants every aid in their power, and every attention that humanity could dictate.

It was at this period when they concluded every difficulty surmounted, that a fond but delusive hope, began to dawn upon their minds, and they anticipated a safe and expeditious voyage to Madras, when, on the 7th of July, in the latitude of $5^{\circ} 40'$ N. and longitude 63° E. they were captured by *Le Mutin*, a French privateer, from the isle of France. They were till then entirely ignorant of the commencement of hostilities between Great Britain and France.

The enemy having taken Lieut. Brownrigg, the third mate, and twenty-two seamen and soldiers, on board the privateer, put an officer with a number of their own people into their vessel, with orders to conduct her to the Mauritius, with all possible dispatch. The privateer immediately proceeded on her cruise, during which the distress of our sufferers, occasioned by their accumulated misfortunes, was in a slight degree alleviated by the polite attention of the French captain and his officers. She continued cruising till the 15th of July, on which day she entered the road of Tutecorin, where she fell in with and engaged a Dutch Indiaman, the *Ceylon*, Captain Muntz. After an action of about twenty-five minutes, the Dutchman proved

victorious, and the privateer struck to the great satisfaction of the English prisoners.

The Dutch were glad in the opportunity of liberating Englishmen from confinement; and Captain Muntz insisted upon our mariners partaking of a handsome entertainment on board the *Ceylon*, during which, the author of this narrative, related to him the principal circumstances of their heavy and repeated misfortunes. They then repaired to Ballamcollah, till an order arrived to prepare a large boat for their conveyance to Madras, where they arrived in perfect safety on the 20th of August, being the same day twelve months after their unfortunate shipwreck.

At Madras the third mate embarked with several of his unhappy friends on board the *Scorpion* sloop of war, homeward bound. Nothing material occurred during their passage, excepting that they were chased by a French frigate, and experienced foul winds and continual calms, by which their progress was so retarded, that it was generally supposed, that the *Scorpion* had either foundered at sea, or been taken by the enemy. At length, however, they arrived in safety on British ground, and so eager were the poor fellows haste to see their different relatives, that they got on shore at the Land's End, having first received protections from the captain of the sloop.

Of the fate of those who remained on board their own vessel, when taken by *Le Mutin* and ordered to steer to the Mauritius; no intelligence has ever been received in this country, notwithstanding the most diligent search was, by the East India Company, set on foot to ascertain it.

The generous conduct of the captain of the *Le Mutin* to his prisoners, differs exceedingly from the French character. The English have, on many similar occasions, experienced much cruelty from these commanders when in their power, as may be seen from the following well authenticated narrative, of the cruelty and infamous conduct of the French Commodore, Mac Namara, towards the officers and crews of some English cartel-ships, which it cannot be amiss here to introduce.

Subsequently to the expedition against Louisburg, in 1745, Captain Man of the *Launceston*, man-of-war, with fourteen cartel ships, was dispatched thence by Commodore Warren to France, with the prisoners who had been taken in arms, and such of the inhabitants as chose to remove thither.

“No sooner were we arrived in the road of Rochfort,” says Mr. Gibson, one of the officers employed on this occasion, “but Commodore Mac Namara, in a ship of seventy-four guns,

obliged us to come to under his stern. We obeyed and shewed our passports, which, when he had read, he insisted that every master should deliver into his hands his particular journal. Some looking on it as an unreasonable demand, with resolution opposed, but were confined in irons in his ship for their refusal. Soon after, he sent for me: being admitted into his cabin, he ordered me to sit down at his green table and give an account of my own proceedings in writing; which orders I readily complied with, and delivered into his hands. Upon the receipt of it he told me, that the cartels could receive no favour at Rochfort; and since he was informed by several passengers, that I had been a very busy, active fellow against the interests of his most christian majesty at Louisburg, if he could find out any article whatever, that was in the least contradictory to the declaration I had delivered, he would send me to the tower. He immediately sent on board for my trunk, and insisted on my giving him the key. I did; and he took all my papers and read them over in the first place; after that, he broke open the letters directed to London; those, indeed, he sealed up again, and having put them into the trunk, dismissed me. His next orders were, that the cartels should not go on board the Launceston on any pretence: he charged us likewise, not to go on shore, and gave strict orders to the garrison to watch us night and day; and in case any of us attempted to go on shore, the guard was directed to shoot us.

“ He would not permit a boat to bring us the least supply of any kind; insomuch, that we were obliged to live wholly on salt provisions, and drink water that was ropy and very offensive to the smell, for above six weeks successively.

“ When this cruel commodore set sail with his fleet, consisting of about two hundred sail of merchantmen and seven men of war, for Hispaniola, another as cruel supplied his place. On Sunday eve he sent out a yawl with orders for all the cartels to unbend their sails. We did as directed; and on Monday morning, his men came in the long-boats and carried all our sails on shore, into the garrison which surprised us to the last degree, as we had been detained so long and lived in expectation of our passports every day. At this unhappy juncture, Captain Robert Man, who was commander of the Launceston, was taken violently ill of a fever, and, notwithstanding intercession was made that he might be removed on shore, as the noise on board affected his head too much, yet the favour was inhumanly denied him, and to every officer in the ship besides.”

Also the following statement, relative to the capture of the Esther, Captain Irving, and illustrative of French cruelty is copied from a Charlestown newspaper.—

“ On the evening of Sunday, November the 3d, 1805, the British ships Esther and Minorca, were seen in company with a French privateer, off Charlestown, by which it was expected that one or both of them would be taken.

“ On the Monday morning, about seven o'clock, the privateer bore down on the Esther, but was kept off by the gallant and well directed fire of the brave Captain Irving and his crew, for nearly an hour; the wind, however, becoming so light that the ship could not answer the helm, the privateer, taking the advantage with her sweeps, got alongside and grappled. In this situation the contest was continued for three quarters of an hour, when the Frenchmen succeeded in getting on board the ship; there they were kept at bay for nearly twenty minutes, by the ship's crew; but Captain Irving being severely wounded in the thigh, and having five of his men killed, ordered the colours to be struck, and retired to his cabin.

“ Mr. Lowden, the third mate, after having hauled down the colours, was coming forward, when he was shot, and thrown overboard. Four of the privateer's men then followed Captain Irving into his cabin, where he was shot, and most cruelly mangled, and his body thrown over the side, before life was extinct. Mr. Edwards, a fine young man, while in the act of supporting his dying captain in his arms, was stabbed in several places with the small sword, and otherwise so severely cut in the head, that no hopes are entertained of his recovery. By this time the residue of the crew were driven below, when the Frenchmen, having complete possession of the ship, the inhuman monster, Ross, ordered the prisoners to be brought on deck, and put to death. This being remonstrated against by some of the privateer's men, he ordered them to fire upon them, when several muskets were discharged into the hatchway, which killed the carpenter, and mortally wounded two seamen who have since died.

“ The privateer is called the Creole, mounts six guns, of different calibre; is commanded by one Pierre Burgman; and had on board at the commencement of the action, one hundred and eleven men. They state their loss to be six killed, seven severely wounded, and a number missing, supposed to have been knocked overboard and drowned.

“The wounded Englishmen were put on board one of our pilot boats. Two of the seamen died before she reached town; Mr. Ashton, the first mate, died on board at the wharf; one poor fellow died, while they were conveying him to the hospital. Two seamen at the hospital, and thirteen other, are so dreadfully cut up, that it is supposed only two out of the number can possibly recover.

“The captain of the privateer was wounded in the fleshy part of the arm by a musket ball, and Ross slightly in the wrist; they were both knocked overboard, but succeeded in regaining the privateer.”

Plummer, Printer,