



The only other authentic case of Andamanese having been taken away from the Islands, which I have been able to obtain, is the following.

Mr. J. B. D. Rodyk, an old pensioner of the Penang Settlement, states :—

“The only instance I remember of people from the Andamans being brought to Penang, was in the years between 1838 and 1841. A family consisting of a man, woman, and two children, were brought over from there to this, whether as slaves or not I could not say, but they were left in the custody of the Police. The children were sent to the Boys' and Girls' Free Schools, the girl was called Mary Andaman, and the boy Friday Andaman. The man and the boy a few years after died of cholera, and the woman soon after died of small-pox. When the girl came to the age of fourteen she was removed from the school by T. G. Mitchel, Head Clerk of the Police Court and Court of Requests, to serve in his family as an ayah, where she remained many years. When she left that family I was told she went to Malacca and served a lady there as an ayah, and when she left her she went down to Singapore and settled there, and opened a girls' school for native children but whether she is still living (1895) I do not know.”

The above will show that the Andamanese are by no means of such degraded intellects as people would have us believe. The women especially are capable of a good deal of education, and are able to fend for themselves in foreign lands. Further, similar cases, which will be described later on, have occurred during the last twenty years.

There were Andamanese slaves at the Court of Siam until a recent date, and probably also at other Courts in India, Burmah, and the Malay Peninsula.

The British fleet was appointed to *rendezvous* in Port Cornwallis in 1824, before proceeding to the first Burmese War.

The vessels appear to have been there from between the 25th and 30th of April, as they successively arrived, to the 5th of May, when they all departed. The delay was owing to the want of water, some



of the ships from Madras having only four days' supply in hand, and Captain Marryat is mentioned as having done good work by the energetic manner in which he collected water from the streams and supplied the ships. No mention is made of the aborigines, and it is probable that, frightened by the number of ships and people assembled, they hid in the jungle.

I obtain the following extract containing an account of a visit paid to the Little Andaman Island in November, 1825, from "Travels from India to England; comprehending a visit to the Burman Empire, and a journey through Persia, Asia Minor, European Turkey, etc., in the years 1825-26. By James Edward Alexander, Esq., Lieut., late His Majesty's 13th Light Dragoons, and attached to the suite of Colonel Macdonald Kinneir, K.L.S., Envoy Extraordinary to the Court of Teheran."

Mr. Alexander left Madras on the 16th of October, 1825, for Rangoon, on board of the Hon'ble Company's Transport *Earl Kellie*, and after passing the North and South Sentinel Islands, he anchored off Ekiti Bay at the North-West of the Little Andaman on the 12th of November, the vessel being short of water. He states:—

"This island, unlike the Great Andaman, is upon a level with the water's edge (At the northern end only.—*M.V.P.*): it is covered with a very lofty jungle, and is of coral formation. (It is not.—*M.V.P.*) The length is twenty-five miles, the breadth fifteen. (The extreme length is twenty-six and a half miles, and the extreme breadth is sixteen miles.—*M.V.P.*) We saw a light on the shore, brought up off the North-West point, and anchored in eight fathoms and a half at two miles and a half distance from the land.

"The next morning, at daylight, the chief mate and myself left the vessel in one of the cutters, intending to search for water. We had six Bengal Lascars on board, armed with muskets, besides the tyndal or coxswain, who was a Malay. In pulling towards the shore, we observed on the beach a woman and child, who appeared to be collecting shell-fish: on perceiving the boat approaching they ran into the jungle. We discovered a small sandy bay (which I took the



liberty of christening after the name of our ship) with coral reefs running out from both extremes, over which a tremendous surf was breaking: the water inside was perfectly smooth. (This was probably Ekiti Bay, where I also first landed in March, 1886.—*M.V.P.*) Anchoring the cutter a few fathoms' length from shore, and leaving a couple of hands in her, we landed with the remainder of the crew, and proceeded along the beach towards the north-west point, in search of two runs of water mentioned by Horsburgh in his Directory. (These are not known.—*M.V.P.*) We had not gone far when, at an angle of the jungle which covers the island to within a few yards of the water's edge, we came suddenly upon a party of natives, lying on their bellies behind the bushes, armed with spears, arrows, and long bows, which they bent at us in a threatening manner. The Lascars as soon as they saw them, fell back in great consternation, levelling their muskets, and running into the sea towards the boat. It was with great difficulty we could prevent the cowardly rascals from firing: the tyndal was the only one who stood by the chief mate and myself. We advanced within a few paces of the natives, and made signs of drinking, to intimate the purpose of our visit. The tyndal salaamed to them, according to the different Oriental modes of salutation; he spoke to them in Malay, and other languages; they returned no answer, but continued crouching in their menacing attitude, pointing their weapons at us wherever we turned. I held out my handkerchief towards them, but they would not come from behind the bushes to take it. I placed it upon the ground, and we retired in order to allow them to pick it up: still they did not move.

"I counted sixteen strong and able-bodied men opposite to us, many of them very lusty; and further on six more. They were very different in appearance from what the natives of the Great Andaman are described to be, namely, a puny race. The whole party was completely naked, with the exception of a stout man, nearly six feet in height (?), who was standing up along with two or three women in the rear; he wore on his head a red cloth with white spots. They were the most ferocious and wild-looking beings I ever saw. Their hair was frizzled or woolly; they had flat noses, with small red



eyes (?). Those parts of their skin which were not besmeared with mud (to defend them probably from the attacks of insects) were of a sooty black colour; their hideous faces seemed to be painted with a red ochre. (They only paint their *hair* with red ochre now.—*M.V.P.*) I may here remark, that the natives of the Andamans, who are decidedly a negro race, differing widely from the inhabitants of the neighbouring continent, are supposed to be the descendants of the survivors of an Arab slave ship wrecked on one of the islands some centuries ago. The Chinese, who occasionally resort to these islands to collect the edible swallows' nests and *bêche de mer*, affirm that they are anthropophagi. It is certain that part of the crews of several junks, who have lately fallen into their hands, were never heard of.

"At this juncture, the other cutter, with two or three of the officers on board, neared the beach; and observing what was going forward, they called to us to retire a short distance and allow the tyndal to go up and speak to the savages, as they might be afraid of Europeans. We accordingly fell back to the water's edge, and having desired the tyndal (who evinced no signs of fear) to strip, in order to convince them he was unarmed, he approached the natives within a few paces, and offered them handkerchiefs, making at the same time signs of drinking; but upon his attempting to advance closer they drew their bows in a menacing manner. Seeing this, we called him off; and not knowing how to act in this emergency without advice from the ship (as we had been directed not to molest the natives), both cutters returned. Upon reporting what had occurred, a subaltern's party was ordered to accompany us. We left the ship again in the four boats, with the water-casks, and a party of pioneers to fill them, and landed at the same place as before. Not seeing anything of the natives, we proceeded along the beach towards the southward. Upon turning a point we discovered a hut on the edge of the jungle; approaching it, we found it to be about fifteen feet in height, of a conical shape, and thatched with rattan leaves to within a foot and half of the ground, leaving just room to crawl in underneath.

"The floor inside was strewn with leaves, and there were several



cots, or raised sleeping-places, consisting of four stakes driven into the ground, on which was fixed a bamboo grating.

"Ranged round the walls were the smoked skulls of a diminutive species of pig. From the roof was suspended a piece of red and white chequered cloth, which seemed to be of Madras manufacture. In conical baskets there were pieces of jack fruit, with a nut resembling a chestnut, and several roots. In a corner I found several large mangroves. At a fire, the following shells were roasting; the green *murex tribulus*, *trochus telescopium*, *cypraea caurica*, and several varieties of mussel. The drinking cups were *Nautili*.

"The weapons were a bow, from six to seven feet in length, which is bent with the feet, the archer sitting on the ground (It is not.—*M.V.P.*); and a hand bow of four feet. The strings were made of the dark red fibres of a tree; the arrows were three and four feet in length, the upper part of a very hard white wood, inserted in a stock of cane, so as to quiver in the wound. (Not at all; the cane shaft is for the sake of lightness.—*M.V.P.*)

"The soldiers shot several of them at a tree: they penetrated a couple of inches into the solid timber, and it required the joint strength of two men to pull them out, and even then the points were not injured. Several arrows were found with two, three, and four prongs. The hand-nets were formed of black filaments of bark. (No; of a fibre.—*M.V.P.*) In one of the baskets, carefully wrapped up in a cloth, were the head of a harpoon with two barbs, a Malay chopping knife, and several spike-nails and ring-bolts. These last were probably from the American ship *Dove*, which was wrecked here several years ago. We saw no idols of any description, nor canoes or rafts.

"Naturally concluding that there was water near the hut, we penetrated into the entangled jungle in the rear of it, consisting of dammer trees, red-wood, the Alexandrian laurel, aloes, ground rattans, many *convolvuli*, and a very lofty and straight tree, about twelve feet in girth, the wood of which, if not too heavy, would answer admirably for masts. Having advanced about thirty or forty yards from the beach, we came to a pool of good water; but its position



being inconvenient, we were looking for another, when we observed our people left in charge of the boats in considerable alarm, and making signs to us that there was danger in the jungle. Advancing towards the spot at which they were pointing, we discovered a party of sixty or seventy of the natives waiting in ambush our approach. We went towards them in order to induce them to shew us another pool. So little intention had we of molesting or injuring them, that we had brought with us several looking-glasses, cloth, and baubles to give them. However, we had no sooner got within fifteen yards of them than we were assailed with a shower of arrows, which struck several of us. I received a scratch in the leg which lamed me for several days after. We immediately extended the files to skirmishing order, and returned with a round of musketry, which killed and wounded several of them. Fixing bayonets, we then charged them; but they, well knowing the intricacies of the jungle, and being extremely nimble, succeeded in not only effecting their escape, but also in carrying off the disabled of their party. We were brought up by a deep pool, and saw them making off on the other side, shouting 'Yahun, Yahun.'

"After this encounter we continued our march along the beach, and discovered another pool of very good and sweet water immediately opposite the vessel, and just within the skirts of the jungle. Having sent for the water casks, and hoisted a Jack at the pool, (being a preconcerted signal to those on board), we left half the party there, and proceeded with the remainder along a path into the jungle, expecting that it would lead to a village where we might get live stock (!). We advanced about a couple of miles without seeing any more huts, or natives, and no quadrupeds of any sort. The wood into which we penetrated, and in which the bugle alone kept us together, was one of the most gloomy and dismal that can possibly be conceived: it was, indeed, *Nemus atrum horrenti umbrâ*.

"The trees were of great height, in many places thickly interwoven with rattans and bushrope. The sunbeams being unable to penetrate the entangled foliage, the atmosphere, in consequence, bore the semblance of twilight. The broad boughs hung rich with heavy



dew-drops, and the air was loaded with a damp and pestilential vapour, occasioned by the rotting twigs, leaves, and fruit, with which the swampy ground was thickly strewn. The death-like stillness was occasionally interrupted by a solitary parrot winging its noisy flight overhead; but owing to the luxuriance of our vegetable canopy it was almost impossible to gain even an imperfect view of him. Numerous snakes were observed stealing along amongst the bushes. From several we had narrow escapes: those we succeeded in killing were all furnished with poisonous fangs, and many bore a striking resemblance to the *coluber prester*, or viper, but generally they were spotted.

"Tired with our exertions, we returned to the watering pool; and having rolled the casks up to it, we sat down to a slight repast previous to commencing the filling. Whilst busily engaged with our repast, a strong party of the natives stole down upon us, and threw in a shower of arrows, which killed one and severely wounded three of the soldiers. We quickly formed, charged them, killed and wounded several, and continued skirmishing with them till sunset; for they made several desperate attempts to cut off the pioneers engaged in filling, and it required the greatest alertness to keep them off. At last, the pioneers having completed their task, we gave them a parting volley, and pulled off from Kellie Bay for the ship. But a strong current at that time setting to the North-East, at the rate of four knots an hour, we found that, instead of being able to gain the vessel, we were drifting fast out to sea; we therefore anchored the water-boats, and the two others having gone alongside, the ship's anchor was weighed, and dropping down to the long-boat, and cutter, she was brought up in thirteen fathoms, and by midnight we got on board, after a hard day's work, and laden with bows, arrows, shells, etc. During the night the savages collected from all parts of the island, and kept shouting and yelling in defiance on the beach; but having got what we wanted, we did not humour them by a second visit.

"Our present connection with the Burman Empire, which will lead to frequent intercourse with that country by sea, renders



it highly desirable that some attempts should be made to conciliate the natives of the Andamans. The Little Andaman would be a convenient watering place, besides affording abundant materials for refitting or building ships. Under existing circumstances, a visit to this Island is extremely hazardous as the foregoing details will prove."

The above most interesting account is especially valuable as it is the only one we have of a visit to the Little Andaman Island.

It is difficult to fix the spot where the party landed, but it was either at Bumila Creek, Tókyui Bay, or Ekiti Bay. If it had been either of the two former, Bumila Creek and Jackson Creek would probably have been mentioned, and I am, therefore, inclined to believe that they landed on the shore in Ekiti Bay, met the Pálaláncwés there, then walked round the point to Tókyui, where the fights took place with the Tókyui and Náchugé people.

As regards the conduct of the party towards the savages, their contempt for, and disregard of, them, and their prompt punishment of their attack, the account would appear to be typical of the attitude of passers-by towards the Andamanese at this time.

The remarks about the long bow are interesting, as showing that this bow, now only used by the Jàrawa tribe of the South Andaman, and the Éremtága Öngés, was then in common use among the Öngés on the coast; (it may have been the original form of bow used by this Group of Tribes, and have been slowly discarded in favour of the smaller bow,) and it draws the link between the Jàrawa and the Öngé Tribes closer. There would seem to have been accounts of wrecks of Chinese Junks on the Andamans at this time, and the wreck of the *Dove* appears to have been well known, but I cannot find any records of the subject.

Mr. Alexander's concluding remarks regarding the possibility of utilising the Little Andaman in preference to the other Islands of the Andaman Group, would probably not have been made had he seen the other Islands with their magnificent harbours.

The late Mr. Piddington mentions that he was once anchored off



Landfall Island (at the Northern end of the Andaman Group), and saw a number of savages round a fire on the beach. On landing, he found a human body on the fire, too much charred for identification. It was nearly reduced to a cinder, and therefore could not have been intended for food.

If it really was a human body it can be accounted for by the fact that the North Andaman Group of Tribes burn the dead bodies of their enemies and of strangers.

The date of Mr. Piddington's visit is not known, but it was probably about 1830.

In Malcolm's "Travels in Southern Asia" he mentions having passed the Andaman on the 12th of February, 1836, going through the Coco Channel. He merely repeats the old stories about the Andamanese, showing that he knew nothing of Blair and Colebrooke's accounts, and he did not see the aborigines, or land on the island.

Dr. Helfer, a Russian geologist, visited the islands in 1839, in the hope of finding gold, and was murdered by the aborigines just north of Port Cornwallis.

His act in going almost alone among these savages to search for minerals was foolhardy, and could only have ended as it did.

The following account of the wrecks of the ships *Briton* and *Eunymede*, during the night of the 11th of November, 1844, on John Lawrence Island, in the Archipelago Group of the Andaman Islands, is taken from the Journal published in the *Englishman* newspaper of Calcutta, in January, 1845.

The authors of the Journal are believed to have been the Chief Officer of the *Briton* and one of the officers of the 80th Regiment; and the original is in diary form, and is somewhat carelessly written. The account in the Journal has been preserved as far as possible, only necessary alterations and such additions as are required to elucidate the narrative being made.

As will be seen, the occurrence is one of the most remarkable known in the history of wrecks: on account of the extraordinary meeting of the two ships, both bound for the same port, and having



sailed from opposite sides of the globe; from the fact that, had they not been wrecked so close together, and each been able to supply the wants of the other, the loss of life would probably have been considerable; from the fact that in the wrecks themselves no lives were lost, and that the casualties from sickness, etc., while the party remained on the Andamans, were so few, and finally, which alone would make it desirable that the narrative should be more widely known, on account of the admirable conduct of all on board.

The women and children seem to have given no trouble, and hardly any mention is made of them in the account.

An account of the wrecks of the British ships *Briton* and *Runnymede*, which were driven ashore on the Andaman Islands by a cyclone during the night of the 11th of November, 1844. Compiled from the Journal of survivors who had sailed in the *Briton*, from Sydney New South Wales.

On the morning of the 12th of August, 1844, Her Majesty's 80th Regiment, about 1,000 strong, marched out of Sydney Barracks to embark for Calcutta, in the following order :

The Head-Quarters and Flank Companies, with Lt.-Colonel Baker in command, embarked in the ship *Royal Saxon*.

Numbers 1 and 4 Companies, with Major Naith in command, embarked in the ship *Lloyds*.

Numbers 2, 3, and 6 Companies, with Major Bunbury in command, embarked in the ship *Briton*.

Numbers 7 and 8 Companies, with Major Num in command, embarked in the ship *Enmore*.

His Excellency, Sir M. C. O'Connell, K.C.B., the Commander of the Forces, and Colonel of the Regiment, attended by his Staff, rode at the head of the Corps and accompanied it to the place of embarkation. This having been completed, the several ships hauled out into the stream, and on the morning of the 15th got under weigh



together, and the regiment bade adieu to the colony, where they had been stationed for over seven years.

After leaving Sydney Heads we had baffling winds and dirty weather, and did not make Torres Straits till the 25th August, the four ships rounding the Breaksea Spit within an hour of each other. The passage through the Straits, at all times tedious, occupied 18 days.

On the 11th of September we all lay to off Booby Island, each ship sending a boat on shore to communicate with the Post Office. From the 13th, we had light winds until the 28th, when we anchored in Kupang Roads, Timor Island, where we found the *Royal Saxon* and *Lloyds*, which had arrived a few hours before us. Her Majesty's Sloop-of-war *Royalist* was also there. Having filled up with water, and taken in fresh provisions, fruits, etc., we again stood to sea on the afternoon of the 2nd of October, in company with the *Royalist* and *Lloyds*, the *Royal Saxon* having taken her departure on the previous evening.

As the occurrences, now about to be related, refer alone to the *Briton*, I may here give some short account of that ship and the details of the troops on board.

The *Briton* was a North-American-built barque of 776 tons measurement, and registered A1 at Lloyds. She was on her second voyage, was commanded by Captain Bell, and had a crew of 34 men and boys. The troops on board consisted of three companies of the 80th Regiment, under the command of Major Bunbury, with Captains Bert, Sayers, and Montgomery; Lieutenants Leslie and Freeman; Ensigns Hunter and Coleman; and Assistant-Surgeon Gammie; the total being 9 officers, 12 sergeants, 4 drummers, 293 rank and file, 35 women, and 43 children. The vessel thus had on board a total of 431 souls.

The day after leaving Kupang we lost sight of the *Lloyds*; the *Royalist* was still in company with us. On the 5th October, the season being so far advanced, the Master decided on taking the inner passage, and bore up for the Straits of Lombok, the *Royalist*, which was proceeding to Singapore, agreeing to keep with us.



In the Java Sea we had light winds and fine weather, and reached Singapore on the 22nd October, having parted company with the *Royalist* a few days before in the Carimata Passage.

After leaving Singapore, we were wind bound for several days before we got into the Straits of Malacca; here we had variable winds with occasional squalls, one of which sprung our main yard. The following day it was securely fished. Several vessels of different sizes were in company with us. On passing the town of Malacca a native boat came off with fruits, vegetables, jungle fowls, etc.

As we drew to the Northward, and got clear of the Straits, we naturally expected to fall in with the North-East Monsoon, but the wind kept variable and unsteady, not blowing for two days together then from the same quarter.

On Friday, the 8th of November, the wind, which had been from the North-East, veered round to the West-South-West. We were in North Latitude, by observation, $9^{\circ}11'$.

On Saturday the 9th, the weather was cloudy with a threatening appearance, and we were unable to take an observation to ascertain our position. The wind remained West-South-West in the afternoon, and the weather being still threatening we took in the royals, flying jib, and gaff topsail. At 5 P.M. on this date the Sympiesometer commenced to fall, and we had small rain with heavy gusts of wind.

The top-gallant sails and spanker were furled, and we double reefed the fore top-sail, single reefed the main top-sail, and set the reefed main-sail. At 10 P.M., the weather clearing a little, we again set the top-gallant sails and spanker. At midnight, as it was cloudy and there were strong gusts of wind accompanied by small rain, we took in the top-gallant sails, the jib, and the spanker.

At 1 A.M. on Sunday morning the 10th, as the gale was increasing, we furled the main and fore-sails, and close reefed the top-sails.

At 4 A.M., there were heavy squalls, and the spanker and gaff top-sail blew out of their gaskets, nor were we able to secure them, so they were cut away to save the masts.

By daylight the squalls were terrific; the fore-sail blew out of its gaskets and was cut away, and the parrel of the main top-gallant yard



broke and left the yard swinging by the halyards. The ship was brought to the wind, with her head to the South-West, at 10 A.M. : it was still blowing heavily, and we endeavoured to wear ship in order to get her on the opposite tack. The helm was put hard up, and all hands were sent forward into the weather fore rigging with a tarpaulin, at the same time an attempt was made to hoist the jib and fore topmast stay-sail, both of which were blown to pieces, the vessel refusing to pay off even a point.

By 11-30 the gale had increased to a hurricane. The Sympiesometer had fallen from $29^{\circ} 30'$ to $28^{\circ} 10'$. The fore-top-mast was blown over the side, and was shortly followed by the main and mizen-top-masts which were snapped off close by the cap, the former taking with it the main yard broken in half in the slings. In less than ten minutes we were a wreck fore and aft, the fore-top-mast striking heavily against the top-sides abreast of the fore-rigging.

Shortly after 12 noon, the squalls lulled almost to a calm, and we congratulated ourselves that the force of the gale was broken ; all hands went to work to clear away the wreck, and we bent a new spanker and got up another foresail ready to bend. The loose spars, etc., were lashed to the ringbolts, and the Major's horsebox secured with extra lashings. The weather was still cloudy, the Thermometer being 84° , the Sympiesometer $28^{\circ} 10'$, and it was close and sultry with an occasional gleam of sunshine. An immense number of birds came on board completely spent by their struggles with the wind, and we caught several, among them being hawks, goat-suckers, golden kingfishers, etc.

It being found impossible to light a fire in either of the galleys, the men were served with some biscuits and a glass of rum each, of which they stood much in need, every article of their clothing being thoroughly wet ; not a murmur was heard and each man stood ready to give his assistance as required, whether in clearing the wreck or at the pumps.

By 3 P.M. the weather again lowered, the Sympiesometer which had stood at $28^{\circ} 10'$, fell to $27^{\circ} 90'$, and the squalls recommenced



with great violence, accompanied as before with small rain, thunder and lightning.

By 4 P.M. the gale had increased to a hurricane, both the quarter boats, the cuddy sky-light, meat safe, and hen-coops were blown away. The sea was boiling up as high as the poop, and the general appearance of the ship in this storm was truly awful. We got a tarpaulin battened over the cuddy hatch to keep the wet out.

At 5 P.M. the ship rolling heavily, the Major's horsebox gave way, and the horse falling on the deck, was thrown by the next lurch down the hatchway amongst the soldiers. The poor animal's fore legs were broken, and finding it impossible to rig a purchase to hoist him upon deck, his throat was cut and the carcass lashed to leeward as securely as possible. Night came on, and though the Sympiesometer was still falling and the squalls were terrific beyond description, yet we kept up our spirits in the hope that the gale would have blown itself out by the morning, when, with the whole day before us, we might get sufficient sail on the ship to keep her under command.

Day broke, Monday, the 11th of November, and brought disappointment to our hopes. The gale, which had blown violently during the night, had in no way abated. The ship continued to labour much, and rolled heavily; the tarpaulin was blown off the cuddy hatch; the spars broke adrift and carried with them the cooking coppers (which were broken to pieces), the galleys, long boat, and the other horse-box, and, as the ship rolled, they, together with some thirty fathom of chain cable belonging to the working anchor, which was on deck, were thrown from side to side with considerable violence. To move along the deck was impossible, but fortunately, about 11 A.M. the gale partially lulled, and fearing that the long boat (which was stove in) would carry away the bulwarks, it was hoisted over the side and cut adrift; we next threw overboard the other horse, which had been crushed in its box by the long boat, all the loose spars, and as much lumber as possible from about the decks.

The soldiers assisted the crew and worked the pumps, where many



of them got severely hurt, being jammed by the spars, etc., and one poor fellow had his leg broken.

At 12 noon, the sun came out for a few minutes, and the Master endeavoured to get an observation, but the horizon was not visible. About half a mile to the eastward we saw a barque with only her bowsprit, and main and mizen lower masts standing, and shortly after a brig was descried, totally dismasted; both vessels appeared to be labouring severely and the sea was breaking over them. Another tarpaulin was battened over the cuddy hatch and a door with some strong staves was nailed over it to keep it from being blown away again.

2 P.M.—The gale had now continued with but two short lulls for 38 hours. The Sympiesometer was $27^{\circ}30'$, and still falling. With the horrors of the past night in our minds we hoped for the best, yet feared a repetition of what we had already endured. Some biscuits and a glass of rum was again issued to each of the men, raw pork was offered to them and declined, as they thought they could manage without it.

3 P.M.—The rain recommenced falling, with thunder and lightning, and heavy squalls, and by 4. P.M. the gale had again increased to a hurricane, the ship rolling heavily. At night the squalls were truly fearful, with much thunder and lightning.

At 10 P.M. it lulled for a few minutes; the wind then veered round to the East-North-East and blew with greater violence than ever. The Sympiesometer stood at $27^{\circ}5'$, the Thermometer at 84° , and it was close and sultry. The ship being now on the opposite tack, the remaining spars, etc., which had been secured to leeward, broke adrift; while between decks, the dead horse was forced from his lashings and hurled from side to side, carrying away the arm racks, lockers, etc., fore and aft, and creating the greatest confusion, the arms, accoutrements, and knapsacks rolling about in every direction. Several of the men were hurt, and another man had his leg broken. After much exertion, we succeeded in securing the horse to the main-mast, the ship at this time taking a good deal of water on board which kept pouring down the hatchways.



11-30 P.M.—The squalls were awful with thunder and lightning; part of the bulwarks were blown away, and the poop began to crack and the fore part to give way; the cuddy table and seats were wrenched from their fastenings in the decks and thrown to leeward. Few of us ever expected to see the morning. The ship trembled from stem to stern, her bell tolling mournfully with every gust, as if to warn us of our approaching destruction. In and around the hospital the married soldiers had assembled with their wives and families. One of the women read portions from the Bible aloud, after which they joined in prayer and sung a hymn.

Every moment the ship threatened to break up. The starboard topsides and covering boards were started and the water poured in in great quantities, the men endeavouring to stop the leaks with their blankets, loose coats, and whatever else they could find. With each squall the poop seemed to give more and more. The Master took his chronometer, sextant, and charts down the after hatch into the lower cabin, telling the officers in the cuddy to be prepared to go below, as he feared the poop was no longer safe.

Midnight.—The hurricane still raged furiously, the ship making much water and labouring heavily; squall succeeded squall almost without intermission, with thunder and lightning; the Sympiesometer was below 27° , the oil occasionally leaving the tube altogether. The Thermometer stood at 84° , and it was excessively close.

About 12-30 the ship struck, and the sea breaking over her at the same moment threw her on her beam ends; the larboard poop after-cabin was swamped and raised from the deck, the Master's cabin was also floated. The cuddy door was jammed so that it could not be opened, and one of the windows, and the steward's pantry, were stove in. Both the mates were washed out of their cabins, one scrambled into the cuddy through the broken window, while the other got down the steerage hatch. The spanker boom was broken in three pieces, one of which striking the man at the lee helm carried away several of the spokes and jammed the wheel. These were moments of awful suspense, the ship on her beam ends, and we clinging to whatever we



could for support, expecting every moment that the next would dash her to atoms and seal our fate.

The boatswain cried out for all hands to scramble up to windward, in order that perhaps she might right. Shortly after she appeared to be forced over into smooth water, when she righted. At this time the leak between decks had so much increased that one of the soldiers came to report that they feared the ship was breaking up; the water poured in so fast that it defied all their exertions to stop it. The Master, with some of the officers went below, and the men, under their directions, collected blankets, loose coats, etc., and forced them in between the covering boards whence the water was rushing in. The lower deck was flooded, the water washing from side to side. The Master returned to the cuddy and informed the Commanding Officer it was necessary that the pumps should be manned; one of the officers scrambled out on deck through the window, but was almost immediately obliged to return. The night was extremely dark and the decks so lumbered up it was quite impossible to find the pumps, but the attempt was made from between decks with better success, the party ascending the hatchway and contriving to reach them. After working for some time it was ascertained that the ship was ashore. The wind continued raging, and the sprays to break over her.

The night was so dark it was impossible to see a yard before us, except during the flashes of lightning, when trees could be clearly discerned close on board the larboard side. By 1 A.M. the ship was perfectly steady, the wind still blowing violently with much rain, thunder, and lightning. The Sympiesometer had risen to $27^{\circ} 20'$, and continued to rise rapidly; by 2 A.M., it was up to $27^{\circ} 60'$.

To describe this awful hurricane which had lasted some fifty hours, so as to give the reader anything like an adequate idea of its fearful violence, or the anxiety of our situation, would be impossible.

The ship was an utter wreck, crowded with upwards of 400 souls, and without a single boat on board. Such was our situation when it pleased God to come to our assistance.

From the commencement of the gale part of a cold fowl and some biscuits were all the officers had amongst them, so, after congratu-



lating each other on our miraculous escape, and inwardly returning thanks to Heaven, we took some ale, and wine and water, before lying down, and so completely was nature exhausted that in less than half an hour every soul on board was fast asleep.

The next morning at daylight, to our great astonishment we discovered we had been driven high on shore into the centre of a mangrove swamp, where the ship had made a way for herself, and as we looked around and saw our position,—a 770-ton ship in the centre of a wood, we could scarcely believe our senses.

On the shore, about a quarter of a mile outside of us, lay the barque we had seen the previous day. At low tide a party of soldiers were lowered from her poop and waded over to us; from the officer who accompanied them we ascertained our companion to be the barque *Runnymede*, Captain Doughty, from Gravesend to Calcutta with detachments of the 10th and 50th Regiments under the command of Captain Stapleton, 50th Regiment.

This day, Tuesday, the 12th of November, it rained incessantly. A topsail was spread over the quarter deck for an awning, and the broken pieces of the coppers were collected to make a stove. After some contriving we succeeded in getting a kettle of water boiled for breakfast, and part of a broken boiler propped up to cook the meat for the men. About noon their dinner, of which they stood much in need, was served out; they had tasted nothing with the exception of a little biscuit, for 72 hours. Our live stock was mustered and found to consist of a solitary pig, everything else had either died during the gale, or been washed overboard. The *débris* from below was brought up and thrown over the side, and the between-decks were swabbed dry and clean. The Second Officer reported that all the stores in the hold had been turned out of their places, a great portion of the bread, flour, sugar, etc., was found to be damaged, and many of the pork and beef casks stove in; sad news for us in our situation!

In the evening Captains Stapleton and Doughty, with the troops and crew, left the *Runnymede*, and came on board the *Briton*, it being feared that the former vessel might go to pieces during the night in the surf, as the gale was still blowing, there was a heavy



sea on, and she was farther out on the edge of the reef than the *Briton*.

Having now been joined by our comrades of the *Runnymede*, I am enabled, through the kindness of her Commander, to introduce here a short account of the dangers she had encountered.

The Barque *Runnymede*, under the command of Captain Doughty, sailed from Gravesend on the 20th June, 1844, bound to Calcutta, with the following detachments under the command of Captain Stapleton, 50th Regiment :—

10th Regiment.—37 privates, 2 women, and 1 child.

50th Regiment.—Ensigns Venables, Du Vimal (?), and Purcell ; 105 privates, 11 women, and 13 children.

Total.—4 Officers, 142 privates, 13 women, and 14 children.

Dr. Bell, the surgeon of the vessel, was in medical charge.

Their voyage had been throughout more than usually unfortunate, as they had met with nothing but light or contrary winds. The passage had been delayed so much beyond the average that many of the stores were expended, and the water and other stores running short it had been deemed advisable to bear up for Penang, at which port the ship came to anchor on the 29th of October. Having filled up her water casks and taken in the necessary supplies, she stood to sea again on the 3rd of November, the weather being fine and moderate, and continuing so until Friday, the 8th, when it assumed an unsettled appearance with heavy squalls.

On Saturday, the 9th of November, the wind was variable and squally ; the fore-topmast-staysail split and they bent another ; at 2-30 P.M. on the same day they reefed the mainsail ; the second fore-topmast-staysail split during the night, owing to the heavy squalls.

On Sunday, the 10th of November, the Barometer was falling, and they experienced a strong gale and heavy squalls. At 5 A.M. they took in the main and fore sails, and close reefed the topsails. The gear of the former sails gave way.

At 6 A.M., the wind was South-West, and blowing very heavily, so



they took in the fore-topsail and brought the ship to the wind under the close reefed main-topsail, and main-trysail.

At noon, the sun was obscured; the Latitude, by dead reckoning was $11^{\circ}-6'$, N., Longitude $96^{\circ}-0'$ E., wind, South-West, Barometer 29° , and falling.

At 1 P.M., the fore and main-topsails were taken in, and the ship was under the main-trysail only.

At 2-30 P.M., the fore and main-topgallant masts were blown away; the wind was South, and blowing heavily. The main-trysail was torn to atoms, and the ship was under bare poles, laying beautifully to the wind with the helm amidships; the hurricane was increasing, with much rain.

At 4 P.M., the wind came from the South-East with terrific force. The hatches were all battened down. The starboard quarter boat was washed away.

At 6-40 P.M., it fell nearly calm, the wind backing round to the South-West, and the sea going down. The Barometer was $28^{\circ} 45'$. They kept the ship away North by East and got the topsails re-secured parts of them having blown adrift.

At 8 P.M., hollow gusts of wind came and they brought the ship to the wind on the larboard tack.

At 8-15, the hurricane was blowing as heavily as before.

At 8-30, the larboard quarter boat was torn from the davits and blown across the poop carrying away the binnacle and hencoops.

At 9 P.M., the gale was, if possible, increasing. The foremast broke in three pieces, carrying away with it the jibboom, starboard cathead, main and mizen topmasts, and the main yard, leaving the main and mizen lower masts alone standing.

At 10 P.M., the wind and rain were so severe that the men could not hold on to the poop, they were therefore employed in baling the water out from the 'tween-decks, having been forced down the hatches. The ship was still tight and proved herself an excellent seaboat. The pumps were attended to and drew out the water forced down the hatches.



Monday, 11th.—The hurricane continued with equal severity, the wind being South-East. Barometer $28^{\circ} 0'$. The gusts were so terrific mixed with the drift and rain, that no one could stand on deck to man the pumps or clear the wreck. The starboard bower anchor was hanging only by the shank painter, and as the iron work was knocking into the ship's side the chain was unshackled and the anchor cast adrift.

Noon.—Latitude by dead reckoning $11^{\circ} 6'$ N., Longitude $95^{\circ} 20'$ E. No observations had been taken since the 7th. The Barometer began to rise a little. The hurricane still raged in gusts and the ship was perfectly unmanageable from her crippled state, but rode like a bird over a confused sea running from every point of the compass. A large barque with topmasts and main yard gone drifted past them, and a brig totally dismasted was seen to leeward.

At 4 P.M., the Barometer had fallen to $27^{\circ} 70'$, and the mineral Sympiesometer left the index tube. The hurricane blew with terrific force. The front of the poop to leeward, the cabin door, and skylights, were blown away, and they expected every moment that the poop would be torn off. The severity of the wind was beyond description, there was nothing to which it could be compared, for unless present, no one could conceive the destructive power and force of wind, crushing everything before it as if it were a metallic body.

At 8 P.M., there was no abatement in its force. Every one, soldier and sailor, did all in his power to keep the ship free of water. It was impossible to stand at the pumps, and the water being principally in the 'tween-decks, it was bailed out by the soldiers, as far as possible.

At midnight the hurricane raged with equal severity. The gusts were awful, and the rudder carried away.

At 1-30 A.M., on the 12th, they felt the ship strike, and considered the destruction of the vessel and the loss of their lives certain. But it pleased Almighty God to decree otherwise, for although the ship filled up to her lower beams with water, she was thrown so high on a reef that all the force of the water was broken and smoothened, and the bilge pieces keeping her upright, she lay comparatively



quiet. Not knowing their position, the ship being bilged, and fearful of her beating over the reef into deep water again, they let go the larboard bower anchor, and the water shortly after leaving her, all hands fell asleep.

At daybreak the force of the hurricane had lessened, though there was much rain. The Barometer rose slowly until it stood at $29^{\circ} 45'$. They saw the line of the shore to leeward, the ship being nearly dry aft.

With the increasing light they saw, inside of them, up amongst the trees, a large barque with troops on board. An officer and twelve men were sent over the stern to communicate with her.

At 7 A.M., the tide not serving, orders were given for the men to land at the next low water, and, if possible, to get something cooked, for, as no fire could be kept alight during the hurricane, the sailors and troops had had merely a biscuit and a glass of rum each since its commencement.

At 3-30 P.M., the tide having fallen sufficiently for the men to wade on shore, the officer returned on board and reported the vessel inside the reef to be the *Briton*, from Sydney, with soldiers of the 80th Regiment under the command of Major Bunbury bound for Calcutta, and short of everything.

All hands, soldiers, women, children, and crew had left the wreck by the evening. The Barometer was falling slightly, and the weather looked very threatening, so, by great kindness on the part of the people there, the men from the *Runnymede* were accommodated on board the *Briton*, and though they were in great misery themselves the newcomers were received with every kindness and hospitality. They were much pleased to hear of there being a fair stock of provisions on the *Runnymede*, (particularly of biscuits and flour) which, if the weather continued moderate, were to be landed for the benefit of both ships, Major Bunbury taking the command of all.

I will now continue my account of our joint doings on the Island.

Wednesday, 13th November, 1844.—Fresh breezes with occasional showers. Captain Doughty, with the crew of both ships, returned to



the *Runnymede* to endeavour to save as many stores as possible. Another sail was spread across the fore part of the *Briton* for an awning, as the ship was very much crowded with the addition of the 187 men from the *Runnymede*. Two warps from the fore and main mast heads were made fast on shore, and the fore yard was got over the starboard side to shore the vessel up, and to prevent her falling over. By an observation this day, we found the Latitude to be $12^{\circ} 1' N.$, and the Longitude $93^{\circ} 14' E.$, which proved us to be on one of the Islands of the Andaman Archipelago (?). The wet clothing and blankets were brought up to dry, and lines were rigged fore and aft to hang them on. A fatigue party commenced making a causeway through the mangrove swamp to the shore. The Commanding Officer issued a Detachment Order, placing the crews of the wrecked ships on the same footing with the troops, and subjecting them to Military law.

Thursday, 14th.—Moderate wind, with fine weather. All hands busily engaged in drying their clothing and getting up the damaged provisions from the hold. We found that most of the cabin stores were destroyed, and our crockery and glass broken. Three carpenters went on board the *Runnymede* to put her long boat, (the only boat remaining sound in the two ships), in a proper state to proceed to the nearest port to report our situation. The carpenter's mate was employed in cutting a large hole through the larboard side of the main deck to admit air, and act as a means of communication with the shore.

The bodies of two natives found on the beach were buried by our people, and above them in the bush lay parts of the wreck of a country boat. Several of us, both officers and men, are laid up with swollen feet, the result, no doubt, of the constant exposure to wet. This afternoon the causeway through the swamp to the shore was made passable, and some excellent prawns were brought in, a most comfortable treat.

Friday, 15th.—Fatigue parties were employed in putting the hold to rights, drying the provisions, and cleaning down the decks, while others were sent on shore in search of water.



The destruction caused by this fearful hurricane appears to have extended all over the island; not a leaf was to be seen on the trees, nor was a tree unbroken; they lay about in all directions, some crushed down, others torn up by the roots, many of them of the largest size, and probably 100 years old. The bush was rendered almost impassable by canes and bamboos lying many feet deep, and it was only by walking along the fallen timber that one could get through at all.

The Detachments of the 10th and 50th Regiments were sent on shore this day, and formed an encampment for themselves on a rising ground facing the beach, it being feared that from the over-crowded state of the ship, some disease might break out.

At low tide a fatigue party was employed in conveying stores from the *Runnymede* to the *Briton*, and in the afternoon the cooks were sent on shore to erect the coppers saved from the *Runnymede*, as we feared they might set the deck on fire if used on board, on account of our having no proper means of fixing them there. Some pigeons were shot, much resembling in appearance the English brood bird.

Saturday, 16th.—All the married soldiers from the *Briton* were sent on shore to rig tents for themselves and their families, and air ports were cut in the 'tween-decks to give as much ventilation as possible. Fatigue parties were employed in bringing stores from the *Runnymede*, clearing away the bush around the shore, and searching for fresh water. Some of the officers went on an exploring party along the beach to the northward, and found fresh water and an oyster bed, and shot some more pigeons. Two of the sailors commenced making a canoe out of a log.

Sunday, 17th.—Divine Service was held on board the *Briton*, and we all returned thanks to Almighty God, and read the forms of prayer for the preservation of our lives.

Some natives made their appearance on the shore to the southward, and a few of them tried to surround two sailors who were collecting shell-fish, but "Jack" was not to be done. An officer went after the savages with a small party, but as soon as they saw him coming



they put off in their canoe. We found their fire, and close to it a piece of drift wood and some fish bones.

Fatigue parties were employed in digging holes and cutting a communication between the ship and the shore.

The Commanding Officer issued a Detachment Order complimenting both troops and crew on their cool and manly conduct during the gale, and noting his high approval of their exertions.

At night some natives attempted to approach the *Runnymede*. A few shots were fired in their direction, when they took their canoe and themselves off at the same time.

Monday, 18th.—This morning a Detachment Order was issued, in which it was regretted that the natives should have been fired at on the previous night from the *Runnymede*, and directing that every attempt should be made to conciliate them, in order to induce them to bring in provisions, etc., and forbidding the men to go too far from the camp.

A Detachment Court-Martial assembled on board the *Briton* for the trial of some men charged with insubordination, and pilfering from the cargo of the *Runnymede*, a large portion of which consisted of bottled beer, etc.

The Doctors having reported "that the position of the *Briton* in a mangrove swamp would prove injurious to the health of the troops if they continued to occupy it as a barrack or hospital," two Companies of the 80th Regiment were ordered on shore to clear a place and form an encampment; and the sick, under the charge of one of the Surgeons, were transferred to the *Runnymede*, which, having now become finally embedded in the sand, was converted into a hospital.

Fatigue and working parties were employed in conveying stores from the *Runnymede*, carrying water from the hills, and clearing the bush around the camp.

Tuesday, 19th.—Fatigue and working parties were employed as usual. In the afternoon we had our first parade. Our appearance, as may well be supposed, was rather ludicrous, the greater portion of the men's necessaries and clothing having been either lost or



destroyed during the gale. Four courts-martial were held, and as many men punished, for insubordination, etc., an unpleasant but necessary duty.

Wednesday, 20th.—Fatigue parties were employed in collecting and drying the stores, erecting tents, and clearing away the jungle around the encampment. Our Pioneers' tools were found exceedingly useful, and we could never have managed without them. The rest of the troops left the *Briton*, and joined the camp, the guard over the stores alone remaining on board. The miasma arising from the swamp at low tide, being found disagreeable and unhealthy, most of the officers commenced erecting tents for themselves on shore.

Thursday, 21st.—Fatigue and working parties were employed as usual, and all the stores were collected together on board the *Briton*, preparatory to their being examined by a Board of Survey.

Some of our men, while searching for shell-fish this afternoon on the beach, opposite the camp, were attacked by several natives, and four of them were wounded by their arrows, one rather seriously; the alarm was sounded, the men stood to their arms, and a party was despatched in pursuit of the savages, but without success, the black rascals escaping into the jungle, luckily for them, or they would certainly have got a Roland for their Oliver.

A guard was mounted in the evening on the beach below the camp to keep them at a respectful distance. The natives were perfectly naked, regular savages in both appearance and habits, and no doubt cannibals; there is little prospect of our receiving any assistance from them. With the exception of wild pigs, several of which had been seen, the island appears to be quite unproductive, neither fruit nor vegetables of any description having been as yet discovered.

Friday, 22nd.—A Board of Survey assembled on board the *Briton* to examine into the state of the stores saved from the wrecks, and to report on the most suitable scale of issue, calculating for 40 days from date. After taking an inventory of the provisions, etc., and ascertaining that 378 full rations, allowing one-half for the children, would be required daily, the Court recommended the



following scale for alternate days, which was approved of by the Commanding Officer :—

1st day— $\frac{1}{2}$ lb. bread, $\frac{1}{2}$ lb. beef, $\frac{1}{2}$ gill of spirits, $\frac{1}{2}$ oz. tea, and $\frac{1}{2}$ oz. sugar.

2nd day— $\frac{1}{3}$ lb. flour, $\frac{1}{3}$ lb. pork, $\frac{1}{4}$ pint peas, $\frac{1}{4}$ oz. coffee, $\frac{1}{2}$ oz. sugar, $\frac{1}{2}$ gill of spirits.

Even this reduced scale would only last for 36 days, till the 27th of December. On our first arrival on the island we had occasional dishes of prawns, crabs, and other shell-fish, but they soon disappeared from the number constantly searching for them. For two miles around the camp the coast was completely cleared of every description of shell-fish, and to go further, or even so far, without arms, was not safe on account of the natives.

A private of the 48th Regiment died in hospital of dysentery, a disease rather prevalent, and most probably caused by the water which has a disagreeable vegetable flavour.

Saturday, 23rd.—The *Runnymede* long boat was nearly ready for sea, and the men were employed in collecting stores for her, and making preparations for sending her away.

Natives were seen on the opposite island with two large canoes.

Sunday, 24th.—Divine Service was held on board the *Briton*.

Natives came close to the ship collecting pieces of wreck, nails, and iron hoops; two of the men were sent towards them with an old jacket, as a present, to see if it would be possible to conciliate "Blackey." They placed it on a broken stump and retired a short distance, making signs to the natives to take it; the black rascals immediately took the jacket down, trampled on it, and commenced an attack on our men in return for their kindness, but seeing some of their comrades who had been sent to watch their motions coming up with their arms, they made off and took to the bush, leaving part of a bow and a bundle of arrows behind them. They seem perfectly to understand the meaning of fire-arms, making off the moment they see a person with them, while they are equally ready to attack those who chance to be unarmed.

The coast is strewed in every direction with wreckage, and we



found this evening part of a chest-of-drawers, and the top of a washing stand, belonging to some strange ship. I fear many others must have suffered besides ourselves.

The long boat is finished, and is to be launched on to-morrow's flood tide.

Monday, 25th.—The long boat was launched from the deck of the *Runnymede* at 12 o'clock this day. A gang was employed carrying stores and water off to her.

At 5 p.m., Captain Hall, and Lieutenant Leslie of the 80th Regiment, (the bearer of the despatches), the boatswain, and five sailors, embarked on board of her, and within an hour afterwards *The Hope* (an appropriate name for her) got underweigh amidst the cheers of hundreds, and took her departure from the island accompanied with the best wishes and fervent prayers of all for her safety and success.

Tuesday, 26th.—*The Hope* was not in sight at daylight.

Three of the officers, while strolling on the shore after dinner, sighted a wild hog; they contrived to get between him and the bush unperceived, but the moment he winded them away he went, a charge of shot and ball flying after him as he passed each in succession; one of the bullets lodged in his head, which bothered him a good deal, and sent him staggering amongst the logs. A small King Charles spaniel, the favourite of the Regiment, who happened unfortunately to be of the party, rushed amongst the logs and seized the hog by the ear, while one of the men ran up with a large stick to despatch him, and not observing the little dog in the dusk he accidentally struck poor little Billy on the head and killed him on the spot; the regret at poor Billy's fate was universal throughout the camp, and small as our rations were, we would sooner have lost a day's supply, than our favourite dog. The hog when brought home weighed about 80 lb., and had large tusks. The meat proved nearly as hard and tough as his hide, which was half an inch thick; however, tough as he was, we were right glad of such a valuable addition to our scanty rations.

Some natives were encamped close to the spot where the hog was



killed, and the moment the shots were fired they left their fire, set up a yell, and fled into the bush.

Wednesday, 27th.—The carpenters came on shore from the *Runnymede* and commenced erecting a tent and workshed, and making the necessary preparations for laying down the keel of another boat. Working parties were employed in clearing around the encampments and making a road to the ship.

Thursday, 28th.—Fatigue and working parties were employed in clearing out and deepening the wells, which are beginning to fail.

Several of the officers left the ship, their tents on shore being completed, and the miasma arising from the mangrove swamp being very disagreeable at low water.

Beautiful shells of various kinds are to be found on the beach and we were a good deal amused at first to observe some of a similar description to those we had been accustomed to see quietly ornamenting chimney-pieces at home running about here in every direction.

Friday, 29th.—Working parties were employed as on the previous day. The carpenters' tent and workshed was completed. In the afternoon the keel of the new boat was cut in the jungle.

Saturday, 30th.—General parade for muster. A fatigue party brought in the keel of the new boat from the bush. One carpenter, one master, four sawyers, and a blacksmith from the detachment of the 80th Regiment were ordered to assist in building the new boat.

Sunday, 1st December, 1844.—Divine Service was held on board the *Briton* as usual. The carpenters were employed in making moulds, and constructing bellows for the forge; the frame being made of $\frac{1}{2}$ inch plank, with the Pioneers' aprons for sides, and part of a gun barrel for the nozzle. The sawyers were sinking their pit. The blacksmiths were making a forge.

Large fires were seen on the North Island, and the natives seemed very numerous.

Monday, 2nd.—Working parties were employed in clearing and deepening the wells and water holes. The bellows were finished. The sawyers were collecting spars and bringing them in to their pit. The blacksmiths got the tiller of the *Briton's* rudder for an anvil,



and the copper bolts out of her stern ports to make nails with, not having a dozen left.

The sailors' canoe, which was nearly finished, took fire in the night and both her gunwales were burnt down.

Tuesday, 3rd.—Regular morning parade was held at 7 A.M., thus commencing the day; the guards mounting immediately afterwards. The wells and water holes are failing fast.

Two officers went in search of water and found a running stream under the hills about a mile from the camp, and very difficult of access owing to the denseness of the jungle. The bush was fired in several places to clear the scrub off. Two native canoes were fishing on the opposite island. The keel of the new boat was laid down, 23 feet long. The sawyers and blacksmiths commenced work. The sailors cleared off the burnt part from their canoe and set about planking her sides, as the only way to repair the damage.

The fires blazing at night in front of the various camps and picquet tents give the bay quite the appearance of a village.

Wednesday, 4th.—Heavy rain fell during the night, and filled the wells and water holes. All the tents were leaking, being mostly made from old canvas. The short rations and heavy fatigues began to tell on the men. The shore is covered with them, at each low tide, searching for shell-fish. A bag of black pepper, landed from the *Runnymede*, was most acceptable, the shell-fish in the men's weak state disagreeing with many of them.

Thursday, 5th.—All hands engaged in repairing and improving their tents after the rain. A General Order appeared directing one bottle of beer per diem to be issued to each of the carpenters and other artificers employed in building the boat.

Friday, 6th.—Several men were admitted into hospital with fever, and affections of the head. A Detachment Order was issued "Prohibiting the men from bathing in the heat of the day, or otherwise exposing themselves in the sun."

Some wickerwork canoes covered with tarred canvas were made by the soldiers, who paddled about, and fished in the bay in them.

Saturday, 7th.—The sailors finished their canoe and launched it



in the afternoon, finding it answered better than was expected after having been so much damaged by the fire.

Sunday, 8th.—Divine Service was held as usual. The canoe brought in a cargo of fine oysters from the bed to the northward.

We observed a great many pig tracks in the sand. A soldier of the 80th died in hospital from brain fever.

Monday, 9th.—The *Runnymede's* men got a spar over her quarter and lashed it to the mizen mast to shore her up. The heavy surf causes her to bump aft more than is agreeable. Quite a fleet of canoes are to be seen in the bay, fishing and paddling about.

Tuesday, 10th.—A large fish, of about 20 lb. weight, resembling a snapper in appearance, was caught by one of the mosquito fleet, and found to be both coarse and hard when cooked.

Wednesday, 11th.—The encampment is quite gay, every tent being decorated with a numerical or distinguishing flag, and the effect is very good, the bay, from the *Runnymede*, forming a very pretty view.

Thursday, 12th.—The canoe was out fishing at the North Island, but without success. The men saw two turtles on the water, and brought home a few large mussels and other shell-fish.

Friday, 13th.—We repaired and pitched the canoe, got a large sail made for her, and put on wash boards, a false keel, and stern post, which improved her very much.

Saturday, 14th.—A party of officers went to the northward and crossed over to the other island in the canoe. They saw a wild beast in the bush, of the panther species. They found several bundles of pigs' heads tied with cane and laid together in heaps, and some stones suspended from the branches of a tree by rattan, which they supposed to be some religious ceremony of the natives. A quantity of excellent oysters were on the rocks so they made a fire and dined off them.

Sunday, 15th.—Divine Service was held as usual. *The Hope* has been gone 20 days to-day. The present rations are to be reduced from to-morrow to one-half, which will be all but starvation diet,



and little or no shell-fish are now to be found within miles of the camp.

At about 11 A.M. we had two heavy shocks of earthquake. The *Briton* shook so violently that all hands ran up from below fearing she would fall over. The last shock had scarcely subsided when a shout was heard from the look-out tree on the right of the camp where the men had of their own accord established a sentry, relieving each other every hour. A sail! a sail! was quickly echoed from one end of the encampment to the other. The *Runnymede* hoisted her ensign and fired a gun, (a signal for "a sail in the offing," already agreed upon). The camp was in a regular commotion, shout following shout with little intermission, and everyone was on the look-out, asking "Where" ? "Where" ? and straining their eyes to get a glimpse of the stranger. Within a quarter of an hour she had rounded the point and was visible to all.

At 1 P.M. she came to an anchor abreast of the *Runnymede* in 15 fathoms, the men cheering on shore while the ship saluted her with 12 guns. The whole camp was like a fair, the people hurrying and firing in every direction. The vessel proved to be a small schooner of 70 or 80 tons, with our old long boat, *The Hope*, towing at her stern. Our canoes went off and soon returned bringing on shore Lieutenant Michael, an officer of the 17th Madras Native Infantry, the bearer of despatches from Mergui for the Commanding Officer. From Lieutenant Michael we learnt the welcome news of the arrival of *The Hope* at Mergui, and the safety of our comrades. They had reached Mergui on the 6th, 12 days after their leaving this, and appeared to have suffered a good deal from the sun and fatigue, as the wind being either light or foul they were obliged to pull the greater part of the distance. Having reported our situation, etc., they were supplied with a lighter boat and proceeded on to Moulmein on the 10th, and the day after their departure the Officer Commanding at Mergui despatched this vessel, the Hon'ble Company's Schooner, *George Swinton*,* Captain Daniel in command, to our

* Mr. George Swinton was Secretary to the Government of India, in the Secret and Political Department, in 1824.