

urine, as if they had drank moderately of any liquid; this must be owing to a body of water having been absorbed through the pores of the skin. The saline particles remaining in their clothing, became incrustated by the heat of their bodies and that of the sun, which cut and wounded their posteriors, and from the intense pain, rendered sitting very disagreeable. They found, however, upon washing out the saline particles, and frequently

wetting their clothes without wringing, that the skin became well in a very short time, and such very great advantage did they derive from this practice, that the violent thirst went off; the parched tongue was cured in a few minutes, after bathing and washing their clothes; at the same time they found themselves as much refreshed as if they had received some actual nourishment.

#### LOSS OF THE

### HON. EAST INDIA COMPANY'S SHIP, GANGES,

*Which foundered off the Cape of Good Hope, May 29, 1807.*

T. HARINGTON, COMMANDER,

And of the Miraculous Preservation of all the Crew.

Leaky state of the Ganges—Separation from his Majesty's Ship Concord, and the Hon. Company's Ship—Dreadful state of the Ganges—She is attentively watched by Capt. Jones, of the St. Vincent—A vain attempt to put the Ladies on board the Launch—The passengers, except Mr. Rolliston, quit the wreck—The sick and others escape in the Yawl—Both Cutters hoisted out, and sent off with others—The Launch and Yawl return with one of the St. Vincent Boats, and carry off three Parties—The Gun-room visited for the last time—Perilous state of the Vessel—Return of the St. Vincent's Boat and the Yawl—The pumps finally quitte, and two other Parties sent off—The Captain and remainder of the Crew quit the Wreck in the Launch—They get on board the St. Vincent, where they are kindly received—A fruitless attempt to save some of the Property—Lamentable manner in which the Vessel sinks—Not a Life lost—Honourable Conduct of the Officers, Passengers, and Ship's Company.

THE Ganges had been in a leaky state for some time previous to the unfortunate accident which happened to her; indeed so much

so, as to render it indispensably necessary that she should proceed under easy sail, and that the most prudent and cautious mea-

asures should be adopted by the captain and officers in the conduct of her.

On the 21st of May, 1807, it was Captain Harington's misfortune to separate in a gale of wind from his Majesty's ship Concord, and the Hon. Company's ships, viz. Bengal, Lady Jane Dundas, Asia, Walthamstow, and Alexander. The next morning, the Hon. Company's Ship, St. Vincent, only being in sight, Captain Harington placed himself under the orders of Captain Jones, who, with the most watchful and unceasing care, continued to keep as near the Ganges, as circumstances would admit, from that time till the day on which she foundered.

On that day (May 29) they had light airs, and cloudy at P. M.; a light breeze and fair at A. M.; 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 a quarter past noon, the St. Vincent being still nearly four miles from the Ganges, 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 length, at three-quarters past noon, the launch left the Ganges, with all the passengers, except a Mr. Rolliston, of the Bombay Civil Establishment, who insisted, in a manner the most friendly to Captain Harington,

and the most honourable to himself, in remaining on board until he and his officers quitted the ship.

At one P. M. the yawl left them 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. they had eight feet water in the well, and the ship was settling fast. At half-past four they had nine feet water in the well, and the launch being seen on her return; the people were called up from the pumps.

Both cutters were now hoisted out, and sent off as full as prudence would admit, with orders not to return. At five, the launch, yawl, and one of the St. Vincent's boats came alongside, and by half-past five they all left the ship completely filled; the third and fifth officers being in charge of the launch and yawl.

Immediately after the departure of the boat, the remainder of the crew were mustered, and there being forty-nine men still on board, (the captain, Mr. Rolliston, the first, fourth, and sixth officers included) the pumps were set again to work, as the night was closing in fast, and the St. Vincent still at some distance from them.

At six P. M. the captain in company with the chief officer, gunner, and carpenter, visited the gun-room for the last time, and found that the head of the stern-port had forsaken the transom full six inches; the gun-board-seam of the counter was two inches open, for six or seven feet down at least; the wood ends

five inches off the stern-port, and all the counter-timber gone at the heels.

At half-past eight P. M. the St. Vincent's boat and the yawl, once more came alongside, and then were the pumps finally quit- ted by the captain's orders. The two boats having been filled, were dispatched to return no more. About five minutes afterwards the launch came up, and at three fourths past eight, the captain, Mr. Rolliston, first, fourth, and sixth officers, with all that re- mained of the ship's company, quitted the unfortunate Ganges, with three cheers from all; and twenty minutes afterwards they got on board the St. Vincent in safety, where they were most hu- manely and affectionately received by Captain Jones.

At the time of the last party's quitting the Ganges, she had ten feet water in the well, and had settled half way up her bends, so that she was wholly ungovern- able by the helm; and the poop, quarter-deck, and upper-works, generally were in motion. Thus her destruction was inevitable.

At daylight, the St. Vincent, having made but little progress in the night, saw the Ganges about five miles off, with her masts, yards, and sails in the same situa- tion as the preceding evening. At seven A. M. Captain Jones, in compliance with Captain Haring- ton's request, bore up towards her, and at nine, the latter, accompa- nied by Mr. Rolliston, the chief, and fourth officers, and a full complement of men for the boat, pulled towards her in the launch, with the hope of saving some part (however small) of the pro-

perty on board. As they ap- proached the ship, they observed the water running out of the scuttles on the gun-deck, and the fore-castle was at times buried in the waves. Under such circum- stances, the ship being evidently in a sinking state, they conceived it most prudent to relinquish their 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 they got alongside of her again, and fortunate it was they did so; for scarcely had the launch been secured in that situation, before the Ganges, with three close-reefed top-sails 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 a-lee, 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 mast standing, except the main-top-mast, which, on the main-yard touching the water, broke off at the cape and fell forwards, leaving on the minds of upwards of four hundred persons, who were witnesses to this most awful scene, an impression which perhaps, by the feeling heart, can be conceived, but never, by the ablest pen, be faith- fully described! This unfortunate vessel was lost off the Cape of Good Hope, in lat. 38 deg. 22 min. S. long. 19 deg. 50 min. E. of Greenwich.

Though not less than two hun- dred and nine persons were on board the Ganges a few hours before she sunk, yet our readers

will no doubt feel great satisfac- tion when we state that not a single life was lost. This general, as well as miraculous preservation, must give them additional plea- sure, when they consider the then state of the weather, which must have rendered the hoisting out of the boats extremely difficult and dangerous. The officers dis- charged their several duties in the most exemplary manner; the passengers nobly and handsomely offered their meritorious services in a very trying and perilous si- tuation, and entered into them

immediately on being accepted, in a manner highly honourable to themselves, and exceedingly gra- tifying to the captain; 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 pas- sage home), 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.

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## LOSS OF THE AMERICAN SHIP, GOLDEN RULE,

CAPTAIN AUSTIN, COMMANDER,

*Which sprung a Leak, September 29, 1807, and of the Sufferings  
of the Crew*

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**Golden Rule sails from Wilcasset—A severe Gale—She springs a Leak—Rapid increase of the Water—The Crew's strength exhausted—The main and Mizzen-masts cut away—Some Bread and two Bottles of Rum, put into the Binnacle—The Binnacle carried away by a tremendous Sea—The Crew lash themselves to the Taffrail, &c.—Another tremendous Sea hurries them from their places, and washes over two Men—Another dies from Cold and Hunger—The Ship's deck blown up, and her side stove in—Unexpected Relief from the Brig George.**

**THE ship, Golden Rule, Captain Austin, sailed from Wilcasset with a cargo of timber, September 8, 1807.**

On the 29th, she experienced a severe gale from the south-east: and at eight o'clock, A. M. they

discovered she had sprung a leak, and had four feet water in her hold; at nine it had increased to eight feet, notwithstanding they had two pumps going, and were throwing her deck load overboard, which they were enabled to do