

she brought to the Cape. The most interesting part of the narrative of the master of the boat is that at various places at which he had touched below Delagoa Bay he had obtained a large quantity of ivory in exchange for beads and copper rings that had been expressly manufactured in England for trade with the Bantu.

In November the galiot *Postlooper* was sent to search along the coast of Natal for the wreck of the *Bennebroek*, and if possible to recover her cannon and anchors as well as the three surviving sailors; but after an absence of nearly six months she returned with a report that neither men nor wreck could be found.

The year 1722 was the most disastrous one yet known for the Company's fleets in these seas. On the 17th of January the richly-laden ships *Sampson* and *Amstelveen*, belonging to a large return fleet, encountered a great gale off the southern coast, and went down in the open ocean. Two men belonging to the first and one belonging to the last were found by other ships of the fleet some hours later floating on pieces of wreckage. The remainder of their crews perished.

On Sunday the 14th of June a gale from the north-west set into Table Bay. There were lying at anchor, belonging to the Company, two second class outward bound ships, the *Standvastigheid* and *Rotterdam*, together carrying four hundred and fifty-three men, two third class outward bound ships, the *Zoetigheid* and *Lakeman*, together carrying two hundred and eighty-three men, a small outward bound vessel, the *Schotsche Lorrendraayer*, carrying fifty-two men, the packet boat *Gouda*, ready to sail to Delagoa Bay with supplies, and the brigantine *Amy*, which had been in use at the Cape ever since her seizure in Saldanha Bay in 1693. There were also lying in the bay three English Indiamen, the *Nightingale*, bound to Madras, with a crew of one hundred and forty men, and the *Addison* and *Chandos*, with crews respectively of eighty and seventy men, homeward bound from Bengal. The