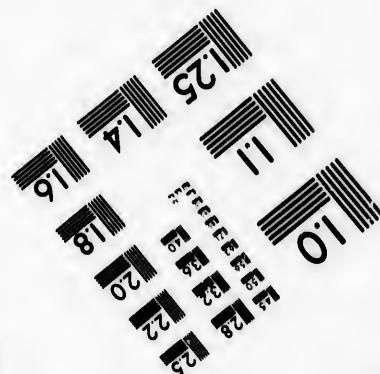
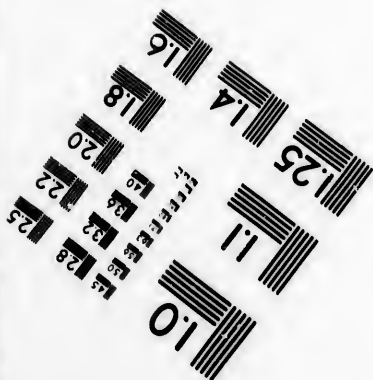
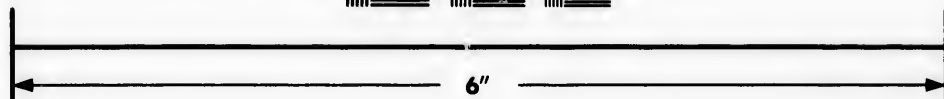
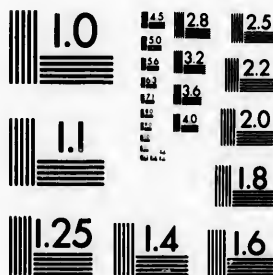


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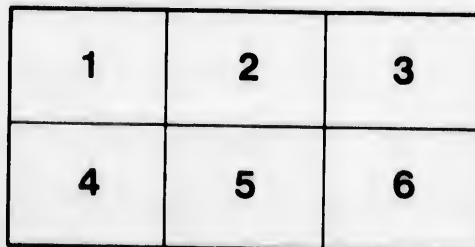
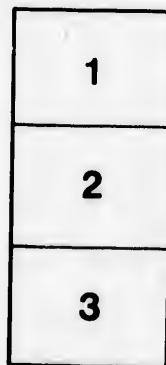
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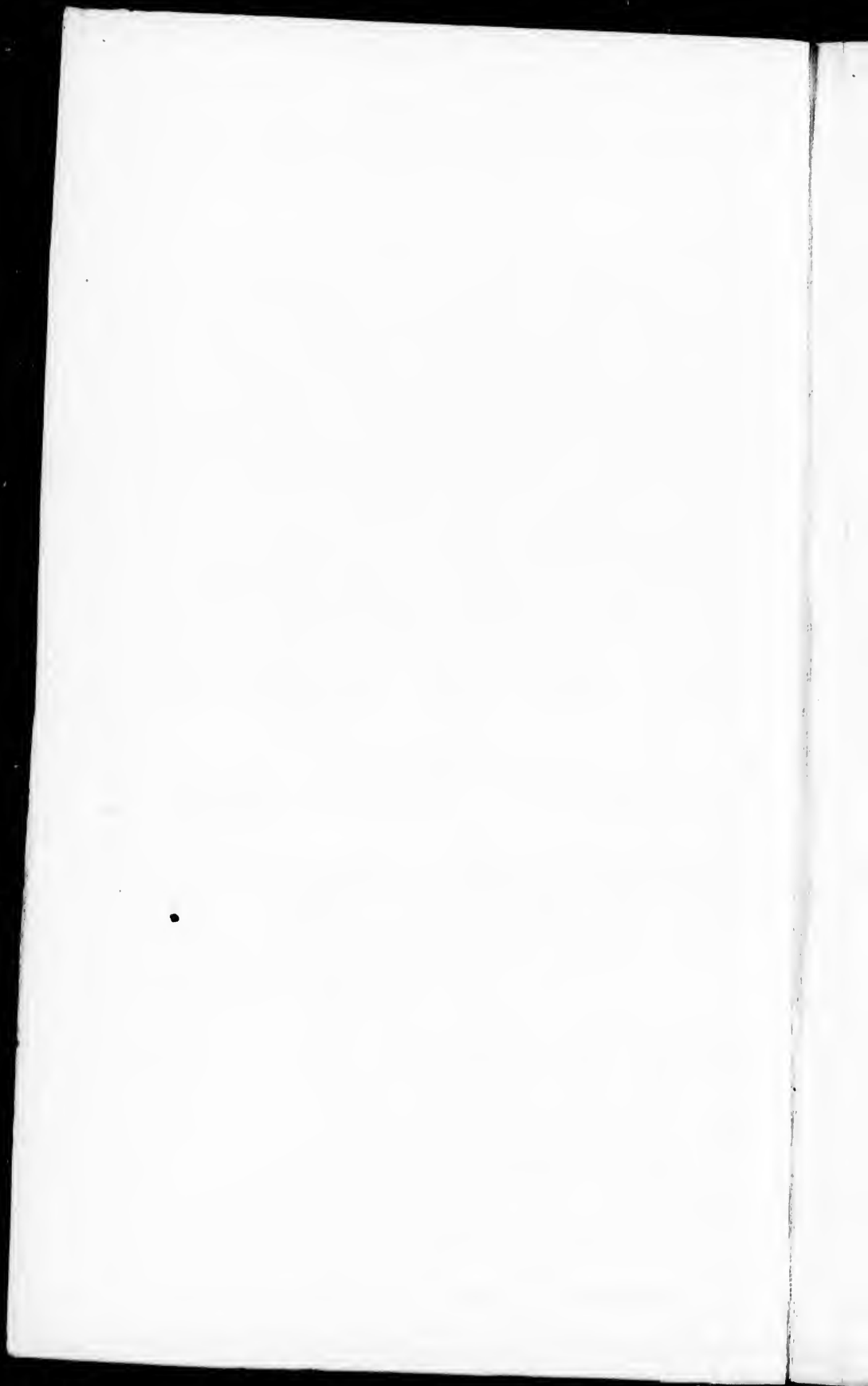
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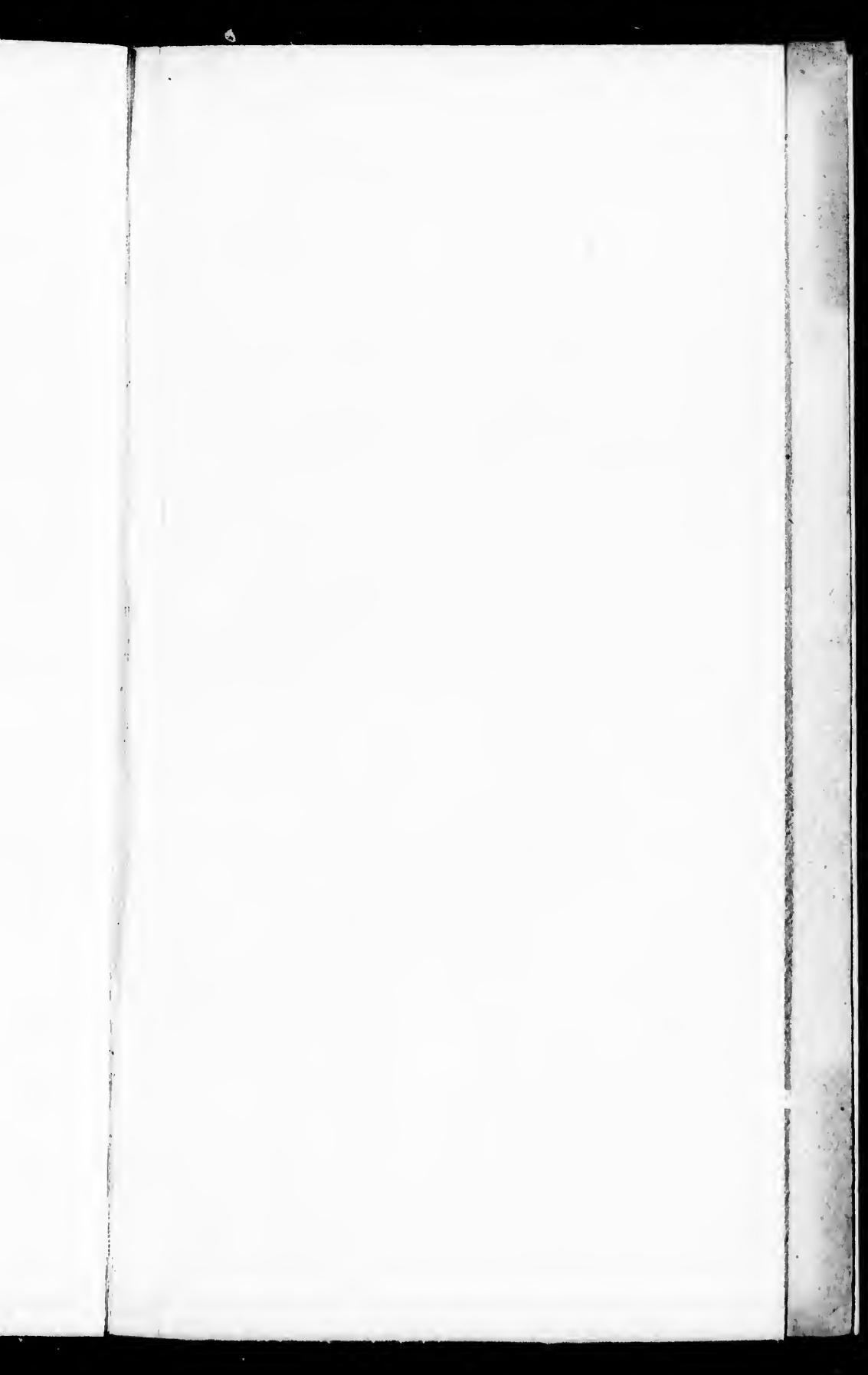
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Wrecks of the Britannia, & Admiral Gardner, East-Ind



er, East-Indiamen, on the Goodwin Sands 21 Jan 1800.



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INTERESTING PARTICULARS OF THE

LOSS

OF THE

Admiral Gardner & Britannia,

OUTWARD-BOUND INDIAMEN,

AND OF

THE APOLLO,

A LARGE BRIG, WHICH, WITH OTHER VESSELS, WERE WRECKED

ON THE GOODWINS,

January 24, 1809,

INCLUDING

A circumstantial Account of these Sands.

ALSO

THE LOSS OF THE RUSSIAN SHIP

ST. PETER,

On the Coast of Beering's Island, in the Sea of Kamtschatka

AND SUBSEQUENT

Distresses of the Crew.

LONDON :

Printed for THOMAS TEGG, 111, Cheapside.

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PARTICULARS
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OF THE
Admiral Gardner and Britannia,
Two Outward Bound East Indiamen,
AND THE BRIG,
A P O L L O.



THE first notice which was received of this melancholy disaster, were by the two following letters, dated January 25th, 1809; the one from Dover and the other from Deal.

“It is with much concern that I inform you that the Admiral Gardner and Britannia, East India ships, outward bound, in bearing up for the Downs, early this morning, in the tremendous gale, got on shore on the South Sand Head, and it is much feared that both of them will be lost. Of the crews nothing certain is known here; but report says that the whole of one of them are lost, and the crew of the other is to be seen on the mast, but owing to the heavy sea, the Deal boats could not go alongside to rescue them.—Five, P.M. One of our boatmen is just come down from the South Foreland, and he says that at 3 o'clock he saw some boats go alongside the ship where the men were seen, and bring them off; but he could see no men on board the other ship, which was nearly under water. Wind N. and now moderate.

“ Last night and this morning it blew a very heavy gale, from S.W. to W.N.W. and day-light presented to our view a most distressing scene; three vessels on the Goodwin Sands, with only their fore-masts standing, and a very heavy surf breaking over them. Vice-Admiral Campbell sent two gun-brigs and a cutter to anchor as near as possible, to render them every assistance in their power. The vessels are a large brig, the Admiral Gardner and the Britannia, outward bound East Indiamen, the crews of which it is feared are lost. Great credit is due to the boatmen of this place, Broadstairs, and Ramsgate for their exertions, in endeavouring to save the lives of their crews; they succeeded in getting to the Indiamen, and some of them are now (4, P.M.) coming on shore with part of the crews, both of which are said to be saved, except seven of the Britannia's, and three of the Admiral Gardner's men; some of the cargoes may probably be saved, but the vessels must inevitably be lost.”

Much anxiety was entertained in consequence of this imperfect information, which was considerably increased the next day by the following account:

“ The Britannia and Admiral Gardner remain in the same situation as yesterday. The brig that was on the Goodwin Sands is the Apollo, Captain Reddal, from London to Coracoa. She drove on the Sand early yesterday morning. At 10, A.M. the Captain and ten men took to the long-boat, which soon after upset, and all perished. One man refused to venture in the boat, and remained in the rigging in that perilous situation till ten this morning, when he was taken from the wreck, and brought on shore by some of the Deal boats, and is in a fair way of recovery.”

The Admiral Gardner was not insured, the Britannia, we understand, for about 7,000*l.* They both had on board a very valuable cargo, particularly the latter, which, with the loss of the vessel was estimated at 100,000*l.* The total loss of both was said to be about 200,000*l.*

The following is another account which was received on the 27th of January, which, though in a great degree a repetition of the former, we think it necessary to give.

“ The effects of the gales of Tuesday-night, the 24th of January, have been severely felt among our shipping on the coast. Two very valuable outward bound East Indiamen have been totally lost on the Goodwin Sands, besides other vessels; of which we believe the following particulars will be found to be accu-

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rate. On the evening mentioned, great apprehensions were entertained for the fate of the Indiamen proceeding through the Downs; but nothing was known of their situation till the following morning, when a most distressing scene presented itself to the spectators from Deal. Three large ships were seen on the Goodwin Sands, with only their foremast standing, hoisting signals of distress, and the sea was dashing over them mountains high. The crews were all collected on the poops, waiting for that relief which the Deal boatmen seemed anxious to afford them. These men, by their indefatigable exertions, and at the imminent hazard of their lives, reached the wrecks of the Indiamen, and took out of the Admiral Gardner the whole of her crew.

“The boatmen from Ramsgate and Broad-stairs joined those from Deal, and removed into their boats the people from the Britannia, previous to which this last ship had lost of her crew three Lascars and twenty-four seamen, and one died in one of the Deal boats from fatigue.

“Of the crew of the Admiral Gardner, it is feared four have been lost; for in the night one of the seamen having been washed overboard, the third mate and three seamen volunteered their services to endeavour to pick him up in the ship's boat, which was never after heard of. Other accounts estimate the loss of the Britannia at only seven men.

“We regret to state, that the boatmen were not in time to save a single man belonging to the third ship, (a large brig,) and all the hands on board perished. There were proper pilots on board the Indiamen, but the violence of the weather baffled all their skill.

“The Admiral Gardner was the first vessel driven upon the sands; and as soon as the pilot of the Britannia found that that ship shoaled her water, he let go one anchor, and after that two more, but such was the violence of the gale, that she was driven on the sand with three anchors a-head.

“Vice-admiral Campbell, at day-light, sent two gun-brigs, a Jagger, and a cutter, to anchor as near as possible, in order to render the sufferers every assistance in their power. If the weather abated soon, it was expected that part of their cargoes might be saved.”

A description of the sands where this much to be lamented calamity took place, cannot be unacceptable to our readers.

The floating light of Goodwin lies E. by S. by compass, from the north extremity of the Goodwin, called the North Sand-

Head, at the distance of a little more than three quarters of a mile from the nearest part of the North Sand-Head, in about nine fathoms the last water, and S.S.E. $\frac{1}{2}$ E. by compass from the North Foreland light, at the distance of about $7\frac{1}{2}$ miles, and N.E. by E. $\frac{1}{2}$ E. by compass, from the eastmost or lowest South Foreland light, at the distance of about $13\frac{1}{2}$ miles. In order to distinguish her from the two Foreland lights, three distinct lights are exhibited on board of her in such a manner that the middle light appears considerably higher than the two extreme lights, forming an erect triangle, so that she can never be mistaken for either of them; and in addition to the three lights, in foggy or hazy weather, a large bell is kept constantly ringing on board of her to warn ships who may hear it through the fog, to apprise them that the lights which they observe are near the North Sand Head. The situation of this floating light appears to be so well judged, that it will be impossible for any vessel to get upon the North Sand-Head, or any part of the Goodwin, if those upon the look out are properly attentive.

The grand intention of the Goodwin lights being to keep vessels to the eastward of the Goodwin, all ships and vessels, therefore, coming from the North Sea towards the straits of Dover, must be very careful not to bring the Goodwin light to bear more southerly than S.S.W. of them by compass; but on the contrary, they should always keep the light rather to the westward than the southward or eastward of that bearing, while they are to the northward of her, and they will be sure then to pass far enough to the eastward of her and every part of the Goodwin, by steering a S. by W. course by compass, after they pass her.

All vessels coming from the straits of Dover, toward the North Sea must be very careful not to shape a northerly course until the Goodwin Light bears N. by E. by compass of them; but on the contrary, they should always keep the light rather to the northward of that bearing than to the eastward of it, while they are to the southward of her, and they will be sure then to pass far enough to the eastward of her, and every part of the Goodwin.

Should any vessel coming from the North Sea towards Dover Straits be forced by unavoidable necessity, on account of the wind or tide, to the back of the Goodwin, or to the eastward thereof, they have it in their power by a single bearing of the Goodwin Light to anchor under the North Sand-Head in six or seven fathoms water, clean ground, and ride there as safely as the light vessel does, in order to which, they must keep to the

northward of the light, and when it bears about South of them, about half a mile or so distant, they may anchor; or should they prefer getting in to the westward of the Goodwin, so as to have the Gull Stream open, they may run in to the northward of the Goodwin upon a N.W. course till they judge they have run about $2\frac{1}{2}$ or 3 miles within or to the N.W. of the light, and anchor in seven or eight fathoms, the light bearing S.E. from the vessel.

NARRATIVE

OF THE

LOSS

OF THE

Russian Ship, Saint Peter.

THE celebrated Beerings, a native of Denmark, but who had served ever since 1707 in the Russian navy, was appointed to conduct the first Russian expedition to Kamtschatka. He was an officer, who, to extensive knowledge, united fortitude, and great experience. His lieutenants were a German, named Martin Spanberg and Tschirikoff, a Russian. Beerings and his officers spent almost five years in making the necessary preparations, and in the voyage itself.

In 1727 they landed at Kamtschatka, surveyed the coast, and wintered in that country. The ensuing year they discovered the island of St. Lawrence, and three smaller ones not far from the east coast of Asia. The approach of winter, and the fear of being blocked up by the ice, obliged Beerings to think of return-

ing, and on the 18th of September he again reached the river of Kamtschatka. They quitted a second time the inhospitable coast of that country on the 5th of June, 1729, but the wind blew from E.N.E. with such violence that they could not get out farther than 68 leagues from it. As they found no land in that space, they altered their course, doubled the southernmost Cape of Kamtschatka, and cast anchor at Ochotzk. From that place Beerings travelled over land to Irkutsk in Siberia, and proceeded to Petersburg, where he arrived on the 1st of March, 1730.

On his return, Beerings declared, that, in the course of his navigation, being in the latitude of between 50 and 60 degrees, he had observed signs, which seemed to indicate that there was some coast or land towards the east. This declaration was confirmed by the testimony of his lieutenants, Spanberg and Tschirikoff, and they proposed a second expedition to Kamtschatka, to explore the regions which separated the Asiatic continent from the north of America. The Russian government, sensible of the importance of the project, acquiesced in the proposal of Beerings, who was appointed to conduct the new enterprize with the rank of commodore, while his two lieutenants were nominated captains under him.

On the first report of the voyage, John George Gmelin, and Louis Delisle de la Croyere, both professors at Petersburg, one of chemistry and natural history, and the other of astronomy, had offered their services, which were accepted. To these was added the year following, professor Muller, for the purpose of writing a description of Siberia, and a narrative of the voyage. Before the preparations were completed, Messrs. Gmelin and Muller fell sick, and were left in Siberia, but their places were supplied for the American voyage by professor Steller, likewise a member of the Academy of Sciences.

This second expedition to Kamtschatka embraced in its plan two voyages, one by the east and the other by the south. Captain Spanberg was charged with the former, the object of which was Japan. Beerings reserved the other for himself, and Captain Tschirikoff; and their commission was to explore the coasts of the American continent.

At the commencement of 1733, Beerings and Spanberg left Petersburg, to hasten the preparations for their expedition, but yet these advanced very slowly. After five years, however, of anxious expectation, Spanberg set out on the voyage to Japan. The equipment of his vessel had exhausted the general magazine

at Ochotzk, and two years passed away before a fresh supply of stores could be procured. This interval was employed by Beerings in constructing vessels of a greater burthen and stronger than Spanberg's, that they might be able to resist the tempests, and even the ice of those inclement latitudes. One was called the St. Peter and the other the St. Paul.

The commodore having dispatched the pilot Jelangin, about the middle of autumn, 1739, to the east coast of Kamtschatka, to visit the gulf of Awatschka, and to chuse a commodious place for wintering and erecting a store-house and habitation; he soon returned with an account that he had found a bay in the river of Awatschka, very favourably situated for Beerings's purpose. The following spring, Messrs. Delisle de la Croyere and Steller repaired to Ochotzk, and by Midsummer, 1740, all the crews were complete. They resolved to take advantage of the remainder of the season to reach Kamtschatka, but it was the fourth of September, before they set sail. Commodore Beerings went on board the St. Peter, and Captain Tschirikoff took the command of the St. Paul. Two other vessels carried the provisions, and another had on board the academicians and their baggage.

On the 27th of September, the squadron having passed the streight, which separates the southernmost point of Kamtschatka from the first of the Kurile islands, and where the St. Peter was several times on the point of being lost, fortunately entered the port of Awatschka. Here they passed the winter, and the first commodore was so well pleased with the advantages which this situation afforded, that he named it the Harbour of St. Peter and St. Paul.

A few days previous to their departure, Beerings called a council, in which it was resolved, first to go in quest of the land laid down in the chart as having been seen by John de Gama. It was likewise agreed that the two academicians should go on board the two principal vessels, upon which M. Steller removed into the St. Peter, and M. de la Croyere into the St. Paul.

On the fourth of June, 1741, the two captains set sail, steering in the direction which had been agreed upon, till the twelfth of that month, when, being in the latitude of forty-six degrees, they were convinced that Gama's land did not exist, as they had met with none during that run. They immediately put the ships about, and stood to the northward to the fiftieth degree, without making any discovery. They then agreed to steer eastward for the American continent, but on the 20th, the ships were separated by a violent storm succeeded by a thick fog.

This disaster was the first which the two ships had met with since their leaving port. The idea of being deprived, during the whole voyage, of the assistance they might mutually have afforded each other in an unknown sea, rendered this separation extremely afflicting. It was, however, only a prelude to the misfortunes which afterwards befel them. The commodore neglected no means that could be employed in order to rejoin Tschirikoff: he cruised for him between the 50th and 51st degree, firing guns from time to time; he even returned southward as far as the 45th degree. All his solicitude was in vain, for the two captains never rejoined each other.

Nothing of consequence occurred till the 18th of July, when Beerings, still hoping to meet with the St. Paul, and continuing to steer to the northward, perceived the continent of America. By comparing the narratives of the two commanders, it appears, that three days before, Tschirikoff had made the same coast only about two degrees more to the southward. Beerings, who was in want of water, endeavoured to approach this coast, whose lofty, snow-clad mountains presented a gloomy aspect. Having only light variable winds, they could not reach it till the 20th, when they came to an anchor near an island of considerable magnitude, at no great distance from a continent. A projecting point of land was denominated Cape St. Elias, and another, which was afterwards discovered, received the name of St. Hermogene. Between them was a gulf, where they hoped to find shelter, in case the St. Peter should be obliged by circumstances to seek a port.

Having cast anchor, the commodore sent Chitroff, the master, with a few armed men to survey the gulf, while another shallop was dispatched in quest of water. Steller went on board the latter, and, in an island on which they landed, he found several empty huts, whence it was conjectured, that the natives of the continent sometimes visited it for the purpose of fishing. These huts were of wood, wainscotted with planks, well joined together. They here found a box of poplar wood, a hollow ball of earth containing a small pebble, as if to serve for a child's play-thing, and a whet-stone, on which were visible the marks of copper knives that had recently been whetted on it.

Steller made several observations in the huts. He found, among other things, a collar, containing smoked salmon and a sweet herb, ready dressed for eating; in the same manner as vegetables are prepared in Kamtschatska. There were likewise

records, grindstones, and utensils of various kinds. Having approached a place where the Americans had been dining, they betook themselves to flight as soon as they perceived him. He there found a dart, and an instrument for producing fire, of the same form as those made use of in Kamtschatka. It consists of a board perforated in several places; the end of a stick being put into one of these holes, the other extremity is turned backwards and forwards, between the palms of the hands, till, by the rapidity of the motion, the board takes fire, on which the sparks are received upon some matter that is easily inflamed.

At a considerable distance was seen a hill covered with wood, where a fire was observed, and thence it was conjectured, that the savages had retired thither. To this spot Steller did not think it prudent to venture, but contented himself with collecting plants in the vicinity. Of these he carried on board such a quantity, that it took him much time to describe them. As soon as a sufficient quantity of water was obtained, he was obliged, though reluctantly, to return to the ship.

The watering party related that they had passed two places where fires appeared to have been recently made, that they had observed wood which had been cut, and the track of human feet in the grass. They had likewise seen five red foxes, which shewed no shyness or timidity on meeting them. They carried nothing with them from the huts but a few smoked fish, resembling carp, and which proved very good eating.

To convince the natives that they had nothing to fear from the strangers who had landed on their coast, the commodore sent on shore a few presents for them, consisting of a piece of green cloth, two iron pots, two knives, twenty gross of glass beads, and a pound of tobacco, which, he presumed, would prove extremely acceptable to the savages.

On the 21st of July, Beerings resolved to set sail, and as had been agreed upon at Awatschka, to run northward along the coast as high as 60 degrees, if possible. This design he was, however, prevented from accomplishing, for the land was found to trend away to the south-west, and their course was continually impeded by the islands with which the shores of the continent were lined almost without interruption. The Russians now stood out to sea, and having been several days without seeing land, they, on the 30th of July discovered an island, to which, from the thickness of the weather, they gave the name of Foggy Island. The whole month of August was spent in standing off and on; in the mean time the crew began to be at-

tacked with the scurvy, and the commodore himself was in a worse situation than any other.

Fresh water beginning to run short, the Russians, on the 29th of August, stood to the north, and soon discovered the continent. The coast, in this part, is extremely steep, and lined with a multitude of islands, among which the St. Peter came to an anchor. On the 30th, the pilot, Andrew Hasselberg; was sent to one of the largest of these islands in quest of fresh water. He soon returned with two specimens taken out of different lakes, which was more or less salt. But, as there was no time to be lost, it was judged prudent to take in a quantity of this water rather than be left entirely without, as it would serve for cooking, and thus the remaining fresh water might be made to last till they could procure a supply. All the empty casks were accordingly filled with it. To the use of this water Steller attributed the redoubled attacks of the scurvy, which, at length, proved fatal to a great part of the crew.

The vessel did not appear perfectly safe in this situation. She was exposed to all the impetuosity of the south winds, and to the north, there was nothing but rocks and breakers. The commodore, therefore, resolved not to remain long in this station; but an unexpected circumstance detained the Russians there longer than they intended. A fire having one night been perceived in a small island to the N.N.E. Chitroff, who was the officer on duty, represented the following day, that while the larger boat was employed in watering, the other might be sent to discover by whom the fire had been made. The commodore was then confined to his cabin, and the command of the ship devolved to Lieutenant Waxel. That officer, in the circumstances under which the Russians then were, would not permit the boat to leave the vessel. He conceived that if the wind should increase, the ship would be obliged to stand out to sea, and, in this case, it was doubtful whether she would be able to return and take on board the crew of the boat, who, by a contrary or too violent wind might be prevented from regaining the ship. Chitroff, however, insisting, Waxel referred his proposal to Beerings, who decided that the former should be at liberty to go if he chose, and might likewise select any of the crew to accompany him.

Chitroff, who was a courageous man, was flattered with the permission granted him. He took with him five men, well armed and provided with various trifling articles to distribute among the natives, whom he might meet with. About noon, on the 30th of August, they landed on the island, distant, by

self was in a their calculation, about fourteen miles from the ship. They there found the yet unextinguished embers of the fire which had been made, but not a single human creature. In the afternoon, Chitroff attempted to return to the vessel, but a contrary wind, blowing with great violence, obliged him to seek shelter in another island, by the side of the former. The waves threatened every moment to swallow up the boat, or to wash away the men who were on board of her. This must have been their fate, had it not been for a sail which Chitroff hoisted in the midst of the danger, and with which he ran right into the breakers. A tremendous sea had filled the boat, when fortunately another wave came, and carried her on shore with all those who were in her.

Chitroff had no sooner gained the shore, than he made a great fire, not only to warm and dry himself and his companions, but likewise as a signal to the ship to come to his relief. But the wind in the mean time became so violent, that the crew were obliged to think only of preserving the vessel. They therefore weighed anchor, and sought shelter behind another island. Night arrived, and Chitroff, with his companions, who had seen the ship set sail, without knowing the intention of those on board, was thrown into the utmost perplexity.

The storm continued till the 2nd of September, when it at length abated. As Chitroff did not return, Waxel, the next day, sent the shallop on shore with orders if the boat was damaged to leave her behind, and return on board with the men. She had been too much injured when cast on shore by the waves, to keep the sea; she was therefore left in the island, and Chitroff returned in the shallop.

The Russians instantly weighed anchor, but the wind being contrary, they could not proceed very fast, and towards night were again obliged to return to the islands. They had the same unfavourable weather on the 4th of September, and were compelled to return to the spot where they had anchored the preceding day. It blew a violent storm during the whole night.

In the morning the Russians heard the cries of men on one of the islands, and likewise saw a fire there. Soon afterwards, two Americans, each in a canoe resembling those of the Greenlanders, approached the ship within a certain distance. By their words and gestures these savages invited the Russians to land, and the latter, by signs and presents which they threw towards them, endeavoured, but without success, to entice them

into the ship. After looking some time at the Russians, they returned to the island.

Beerings and his officers resolved to venture to land, and for this purpose the great shallop was hoisted overboard. Lieutenant Waxel, accompanied by Steller and nine men well armed, went into the boat, and proceeded towards the island. They found the shore lined with a range of sharp rocks, and the fear of being dashed against them by the impetuosity of the wind, prevented the Russians from approaching nearer than within three fathoms of the land. The Americans to the number of nine, appeared on the shore, and were invited by signs to come to the shallop. But, as they could neither be tempted by the signs that were made, nor the presents which were offered them, and still continued to invite the Russians to land, Waxel put on shore three men, among whom was a Tschutski or Koriak interpreter. They moored the shallop to one of the rocks, as they had been ordered.

These men were kindly received by the savages, but being unable to understand each other, they were obliged to converse by signs. The Americans, with a view to regale the Russians, presented them with whale's flesh, which was the only provision they had with them. It appeared that their residence here was only for the purpose of catching whales, for on the shore were observed as many boats as men, but no hut, and not a woman among them; so that, probably, they had no permanent habitation but on the continent. They had neither arrows nor any other arms that could give umbrage to the Russians, and at length, one of them had the courage to go into the boat to Waxel. He appeared to be the oldest person, and the chief of the party. Waxel presented him with a glass of brandy, but that liquor appeared equally disagreeable and strange to him. After spitting it out of his mouth, he began to cry out, as if complaining to his countrymen that the Russians were using him ill. It was found impossible to appease him; needles, glass beads, an iron pot, pipes, were offered him, but he refused them all. He immediately returned to the island, and Waxel did not judge it prudent to detain him any longer. At the same time, he called off the three men who had been put on shore.

The Americans at first shewed a disposition to detain them all. At length, they suffered two of the Russians to return, but kept the interpreter. Some of them even seized the cable by which the shallop was moored, thinking no doubt she was as

easily managed as one of their canoes, or hoping to dash her to pieces against the rocks. To prevent their design, Waxel cut the cable. The interpreter, meanwhile, intreated not to be left behind. The Americans disregarding all the signs that were made them to let him go, Waxel ordered two muskets to be fired with a view to frighten them only. The success answered his expectation; the report re-echoed by a neighbouring mountain, terrified the Americans to such a degree, that they fell down on the ground, and the interpreter immediately made his escape. The savages soon recovered from their panic, and by their cries and gestures, appeared highly irritated. Waxel did not think proper to remain there any longer, as the night was coming on, the sea grew very rough, and the vessel was at the distance of a mile and a half.

Leaving the island, the Russians steered to the south, in order to get off the coast. From this time till far in the autumn, the wind scarcely varied, excepting between W.S.W. and W.N.W. This was a great obstacle to the speedy return of the ship. Besides this, the weather was almost always foggy, so that they were sometimes two or three weeks without seeing either sun or stars, and consequently without being able to take the altitude, or correct their reckoning. It is easy to conceive the inquietude which they must have experienced, wandering in such uncertainty in an unknown sea. "I know not (says one of the officers) if there be a situation in the world more disagreeable than that of navigating in an unknown sea. I speak from experience, and I can say with truth, that during the five months of our voyage, I had very few hours of tranquil sleep, being incessantly involved in dangers and anxiety in regions heretofore unknown."

The crew struggled with contrary winds and tempests till the 24th of September, when they again came in sight of the land. To one of the lofty mountains which were discovered upon it, they gave the name of St. John the Baptist. A brisk gale from the south rendered it dangerous for them to remain near the coast, they resolved to keep the ship to the wind, which soon turning to the west, increased to a violent storm, and drove the vessel very far to the S.W. This tempest continued seventeen days without intermission, and was so furious, that Andrew Hesselberg, the pilot, acknowledged, that, during the forty years in which he had served at sea, in various parts of the world, he had never seen any thing equal to it. They shortened sail as much as possible, that they might not be carried too far; but

notwithstanding this precaution, they lost much way till the 12th of October, when the tempest abated.

The diseases, which already prevailed among the crew, became worse, and the scurvy increased its ravages more and more. A day seldom passed without a death, and scarcely men enough were left in health to navigate the vessel. In this melancholy situation they were undecided whether to return to Kamtschatka, or to seek some port in which they might winter on the American coast. The lateness of the season, the want of fresh water, and the great distance from Petropawlowka, appeared to render the latter measure indispensable. In a council held on board, it was however, resolved to attempt the former. A favourable wind springing up, they set sail, steering to the north at first, and after the 15th of October, to the west. They passed an island to which they gave the name of St. Macarius, and on the 29th and 30th of October, they came in sight of two others, which, by their situation, size, and figure, they took to be the two first Kurile islands. This opinion caused them to steer to the north, instead of which, if they had continued to run to the west two days longer, they would have arrived at the port of Awatschka.

This step was attended with the most fatal consequences. In vain they resumed their course to the west; they were unable to discover the coast of Kamtschatka, and they had no hope of reaching any port in such an advanced season. The crew, exposed to the most intense cold and incessant rain, continued to labour without intermission. The scurvy had made such ravages that the man who guided the helm was obliged to be supported to his station by two of his comrades, who still possessed sufficient strength to keep their legs. When he became unable either to sit up or to steer, another, who was in a situation very little better, took his place. They durst not carry a press of sail, because, in case of necessity, there was no person to lower those which might be too much. The sails themselves were so worn out, that the first gale would have torn them to pieces, and there were not hands sufficient to hoist the spare sails which they had taken out with them.

The incessant rain, which had fallen till now, was succeeded by hail and snow. The nights grew longer and darker, and their dangers were consequently increased, because they every moment had reason to apprehend that the ship would strike. At the same time their fresh water was entirely consumed. The excessive labour became insupportable to the few hands

who still remained in health, and when summoned to their duty, they declared themselves incapable of any farther exertions. They impatiently expected death, which appeared inevitable, to deliver them from their misery.

During several days the vessel remained without a steersman, and as if motionless on the water; or if she had any movement, she received it only from the impulse of the winds and waves, to which she was consigned. It would have been in vain to resort to vigorous measures with a crew driven to despair. In this extremity Waxel adopted a more prudent method, spoke with kindness to the seamen, exhorting them not to despair entirely of the assistance of the Almighty, and rather to make a last effort for their common deliverance, which was perhaps much nearer than they expected. With this kind of language, he persuaded them to keep on deck, and work the ship as long as they were able.

Such was the dismal situation of the crew, when on the 4th of November, they again began to sail westward, without knowing either in what latitude they were, or at what distance from Kamtschatka. They knew, however, that it was only by steering west, they could hope to reach that country. What was the joy of the Russians, when about eight in the morning, they discovered land!

At this so much wished for sight, the seamen mustered up the little strength they had left. They endeavoured to approach it, but it was still at a great distance, for they could only perceive the snow-covered summits of the mountains; and when they had come pretty near it, night arrived. The officers judged it prudent to stand off, in order not to risk the loss of the ship. The next morning the greatest part of the rigging on the starboard side of the vessel was found broken to pieces. Nothing more was necessary to render their misfortunes complete.

Waxel having made his report of this new disaster to the commodore, received orders to assemble all the officers, and to consult with them what was best to be done. A council was accordingly held. They considered the danger to which they were all exposed in a crazy ship, which it was no longer possible to navigate. They knew that the cordage which yet remained whole, was as much worn as that which had broken, as the rigging was heard snapping every moment, and even during the time of their deliberation. The water diminished every day, and the sickness grew worse; they had before suffered from the rain, but they now felt much greater incon-

venience from the cold, which, instead of becoming more moderate, grew every day more intense. They determined, in consequence of all these considerations, to disembark on the land which they had discovered, as their lives would, at least, be safe there, and probably they might find some method of getting the ship into a place of safety.

The Russians, conformably to the decision of the council, steered for the land, but only under the small sails, on account of the weak condition of their masts. At five at night, they came into 12 fathoms of water, where they cast anchor, and veered away three-fourths of the cable. At six the cable gave way, and the waves, which were of prodigious size, drove the ship against a rock, on which she twice struck, and yet the lead indicated five fathoms of water. At the same time, the sea broke with such fury against the sides of the vessel, that she shook to her very keel. A second anchor was thrown out, but the cable broke even before the anchor appeared to have taken hold. Fortunately the remaining one was not in readiness, otherwise, in this extremity, that also would have been thrown overboard, and thus they would have lost all their anchors. At the moment when they were busily employed in getting ready the third anchor, a prodigious sea took the ship, and drove her clear of the rock.

The Russians suddenly found themselves in calm water, and anchored in four fathoms and a half, and about 300 fathoms from the shore. The following day they went to reconnoitre the coast. Providence had conducted them almost miraculously to a place, which, notwithstanding the dangers with which it was surrounded, was the only one where they could have saved themselves. The shore, every where else was rendered inaccessible by rocks, which projected to a great distance into the sea. Twenty fathoms more to the northward or southward, the vessel would have been dashed to pieces, and all the crew must have perished.

The winter was now rapidly advancing. The first care of the crew was to survey the country round the spot where they had landed, and to choose the most commodious place for fixing their quarters. Exhausted with disease and fatigue, they rested till noon, and then hoisted out the boat, but not without great difficulty.

On the 6th of November, at one o'clock, Lieutenant Waxel and Steller went on shore, and found the land sterile, and covered with snow. A stream which issued from the mountains

and fell into the sea not far from the spot, was not yet frozen; its water was limpid and very good. No trees were to be seen, nor even any brush-wood for fuel; the sea had, however, thrown some upon the beach, but being concealed beneath the snow, it could not easily be found. This account was not calculated to produce the most favourable impressions. Where were they to procure the materials necessary for constructing habitations? where could the sick be placed in comfort? and how could they be preserved from the cold? Man, however, should never abandon himself to despair, for the more forlorn his situation, the more ingenious he is rendered by necessity. Between the sand-hills, bordering the stream above-mentioned, were holes of considerable depth; these it was proposed to clean out at the bottom, to cover them with sails, and thus take shelter in them till they could collect a sufficient quantity of drift-wood to erect huts. In the evening, Waxel and Steller returned to the ship to make their report to the commodore.

Immediately upon their return a council was called, and it was resolved to send on shore the next day, all those of the crew who were still in health, to prepare some of the holes for the reception of the sick. This being done, on the 8th of November the weakest were carried on shore. Some expired as soon as they were exposed to the air, even before they reached the deck, others upon deck, or in the boat, and several after they had reached the land.

On the 9th of November, the commodore, well covered against the external air, was carried on shore by four men on a kind of litter formed of two poles, crossed with cords. A separate hole had been prepared for his reception. The business of removing the sick continued every day, and not a day passed without several of them dying. None of those who had kept their beds on board the ship recovered; they were principally those who out of indifference to life, or rather pusillanimity had suffered the disease to get the upper hand.

The sea-scurvy begins with extreme lassitude, which seizes the whole body, renders the man indolent, disgusts him with every thing, entirely dejects his spirits, and gradually forms a kind of asthma, which manifests itself on the slightest movement. It usually happens that the patient prefers lying down to walking, and in this case he is inevitably lost. All the members are soon afflicted with acute pains, the legs swell, the complexion becomes yellow, the body is covered with livid spots, the mouth and gums bleed, and the teeth grow loose. The pa-

tient then feels no inclination to stir, and it is indifferent to him whether he lives or dies. These different stages of the disease and their effects were observed on board. It was likewise remarked that some of the sick were seized with a panic, and were startled at the least noise, and at every call that was given in the ship. Others ate with a very hearty appetite, and did not imagine themselves in danger. The latter no sooner heard the order given for the removal of the sick, than they quitted their hammocks and dress'd themselves, not doubting but that they should speedily recover. But coming up from below, saturated with humidity, and out of a corrupted atmosphere, the fresh air which they inhaled on deck soon put a period to their lives.

Those only recovered who were not so far overcome by the disease as to be obliged continually to keep their beds, who remained as long as possible on their legs and in motion. It was owing to their vivacity, and their natural gaiety that they were not dejected like the others. A man of this disposition served at the same time for an example, and encouraged by his conversation those who were in the same condition. The good effects of exercise were particularly apparent in the officers, who were constantly employed in giving orders, and obliged to be on deck the greatest part of the time, to keep an eye on what passed. They were always in action, and could not lose their spirits, for they had Steller with them. Steller was a physician of the soul, as well as of the body; cheerfulness was his constant companion, and he communicated it to all around him. Among the officers, the commodore was the only person who sunk beneath the disease; his age and his constitution rendered him more disposed to rest than activity. He at length became so suspicious, and was so impressed with the idea that every one was his enemy, that at last, even Steller, whom he had before regarded as his best friend, durst not appear in his presence.

Waxel and Chitroff remained in tolerable health as long as they were at sea. They remained in the ship till the last, resolving that all the crew should be put on shore before they repaired thither themselves. They likewise had better accommodations on board. This situation, however, had nearly proved fatal to them, either because they no longer had so much exercise, or were exposed to the noxious vapours which ascended from the hold. In a few days they were taken so ill that they were obliged to be carried from the ship to the shore, and with

proper precautions on their removal into the air, they both recovered.

Beerings died the 8th of December, 1741, and the island was called after his name. This officer was by birth a Dane. From his early youth he shewed a passionate inclination for long voyages. He had just returned from the East and West Indies, when he presented himself to the czar Peter, who was then employed in creating a navy. In 1707, he was appointed lieutenant, and in 1710, captain-lieutenant in the fleet of that monarch. Having been from his cradle in the sea-service, and in all the maritime expeditions during the war with Sweden, he had acquired great experience, besides the skill necessary for a naval officer. He therefore appeared worthy of being selected to command the two expeditions to Kamtschatka. But what a wretched end for such a celebrated man! It may almost be said he was buried alive. Having been carried on shore with the utmost precaution, he was placed in the largest and least incommodious hole, and a covering was carefully erected over him in the form of a tent. The sand soon began to fall down from the sides of the hole in which he lay, and every moment covered his feet. It was immediately removed by those who attended him; but at last, he would not suffer it to be taken away, thinking he felt some warmth from it, the vital heat having forsaken the other parts of his body. The sand gradually accumulated, till it covered him up to the belly; and when he had expired, his people were obliged to dig him out, in order to give him a decent interment.

A few days before the death of the commodore, the Russians had the misfortune to lose their vessel, the only resource capable of extricating them from their forlorn situation. She was at anchor, as we have seen above, and exposed to the violence of a tempestuous sea, when, in the night between the 28th and 29th, a furious storm arose, the cable parted, and the vessel was driven on shore very near the dens of the Russians. She was found in the morning buried in the sand to the depth of eight or ten feet. Upon inspection the keel and sides were found to be broken to pieces. The water, which entered the ship and ran off below, had washed away or spoiled the greatest part of the remaining provisions, consisting of flour, oatmeal, and salt.

Situated as the unfortunate mariners were, this loss was extremely afflicting: but appeared much less, when they reflected that the vessel, though much damaged, had been thrown upon

the sand at their feet, and not carried out to sea; they still entertained hopes. that even if she could not be got afloat again, they might, with the materials, build a bark capable of carrying them to Kamtschatka.

The events which had occurred since their shipwreck, had diverted the attention of the Russians from two important objects in their situation; in the first place to take a survey of the country in which they had landed, and in the second, to provide for their subsistence. As the latter was the more pressing of the two, they immediately took it into serious consideration after the loss of the ship. They were still ignorant whether they had landed on an island or a continent, whether the country was inhabited, and were unacquainted with its animal and vegetable productions. Having deliberated on these subjects, they resolved to begin with reconnoitering the country, and to send from the east coast on which they had disembarked and settled, a certain number, selected from among the most vigorous of the crew, towards the north and south. Having proceeded as far as the rocks which projected into the sea, would permit them, these men returned, some on the third, and others on the fourth day after his departure.

After reconnoitering the island, they proceeded to examine the provisions that had been saved from the ship. Having first deducted and stowed away eighteen hundred pounds of flour to serve them on their passage from the island to Kamtschatka, the remainder was divided into equal portions. Though these were very scanty, and thirty of their number died during their stay on the island, yet they would not have been sufficient but for the seasonable supply which the marine animals afforded.

The first which served them for food were the otters. Their flesh was hard, but they were obliged to put up with it till they could procure some less disagreeable in its stead. After they had ceased to use them for food, the Russians killed a great number of these animals for the sake of their beautiful skins, nine hundred of which they collected during their residence on the island. In the month of March the otters disappeared, and were succeeded by another animal called the sea-cat, and afterwards by seals. Their flesh was extremely disgusting to the Russians, who fortunately, now and then surprised a young sea-lion. The latter are excellent eating, but they never durst venture to attack them excepting when asleep.

On the melting of the snow, about the end of March, 1742, the Russians began to think seriously of their return. Being all

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assembled, to the number of forty-five, they took into consider-
ation the means of returning to Kamtschatka. The state of per-
fect equality in which they had lived, since their landing on the
island, produced a variety of opinions, which were warmly sup-
ported by those with whom they originated. Waxel, to whom
the command, by right, devolved, conducted himself under these
circumstances with great art and prudence. Without giving of-
fence to the authors of the different plans, he opposed them to
each other, and destroyed them by means of a third, which he
again overthrew by objections, which appeared unanswerable.—
At length, he and Chitroff, who acted in concert, proposed their
opinion, which was to take the vessel to pieces, and to construct
another of smaller size, but sufficiently spacious to hold all the
crew and the provisions. In discussing the business, they laid
great stress on the consideration, that all those who had suffered
together would not be separated; that none would be left be-
hind; that if a new misfortune occurred, they would be together,
and that none of them would be exempted from it. This opi-
nion being unanimously approved of, a paper was drawn up to
that effect, and signed by all the crew. The favourable wea-
ther at the beginning of April permitted them to put it in exe-
cution. The whole month was employed in breaking up the
ship, and the officers, by their diligence, set a laudable example
to the rest.

On the 6th of May they began to work upon their new ves-
sel, which was forty feet in length, and thirteen wide. She had
but one mast and one deck, with a cabin at the stern and a kit-
chen at the head. At the same time, they likewise built a boat
capable of holding nine or ten persons.

The vessel being completed was launched on the 10th of Au-
gust, and named the St. Peter, after the ship, from the remains
of which she had been constructed. The balls and superfluous
iron-work served for ballast. A calm, which continued six
days, enabled them to fix the mast, rudder and sails, and to take
on board the provisions.

On the 16th they put to sea, and, with the help of oars, got
clear of the rocks and shallows near the island. They then set
their sails to take advantage of a breeze which sprung up.
They had the satisfaction to find that their vessel was an excel-
lent sailer, and might be managed with the greatest facility.
On the 18th they were overtaken by a contrary wind, which
blew with great violence at S.W. Being apprehensive of a
tempest, they resolved to lighten the vessel by throwing over-

board part of their ballast. On the 25th, they came in sight of Kamtschatka, and on the 27th came to an anchor in the harbour of Petropawlowska.

It is scarcely possible to express the transports of the Russians, when they again found themselves in the midst of comfort and abundance. After passing the winter at Petropawlowska, they again embarked in the month of May, and arrived at Očotzk. Waxel repaired to Jakutsk, where he remained during the winter. In October, 1744, he arrived at Jeniseisk, at which place he found Captain Tschirikoff, who soon afterwards received an order from the senate to repair to Petersburg; on which, Waxel succeeded him in the command of the crews of both vessels. With these he proceeded to the same city, where he arrived in the month of January, 1749, which may be considered as the conclusion of the second expedition to Kamtschatka, after a period of sixteen years from its commencement

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