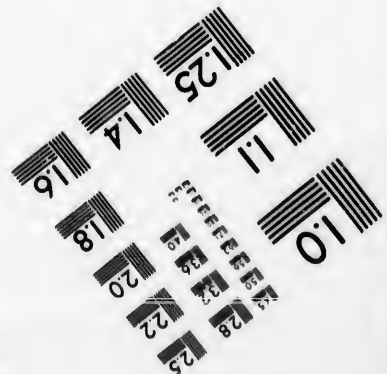
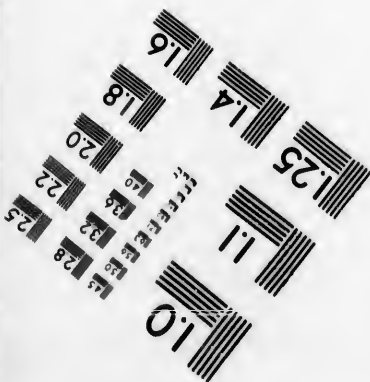
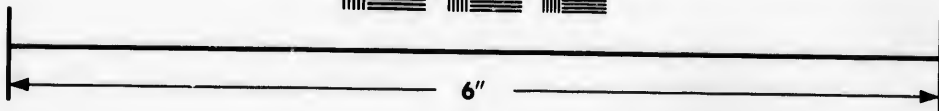
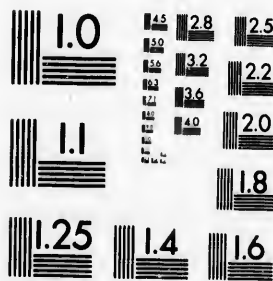


**IMAGE EVALUATION  
TEST TARGET (MT-3)**



**Photographic  
Sciences  
Corporation**

23 WEST MAIN STREET  
WEBSTER, N.Y. 14580  
(716) 872-4503

**CIHM  
Microfiche  
Series  
(Monographs)**

**ICMH  
Collection de  
microfiches  
(monographies)**



Canadian Institute for Historical Microreproductions / Institut canadien de microreproductions historiques

**© 1993**

Technical and Bibliographic Notes / Notes techniques et bibliographiques

The Institute has attempted to obtain the best original copy available for filming. Features of this copy which may be bibliographically unique, which may alter any of the images in the reproduction, or which may significantly change the usual method of filming, are checked below.

L'Institut a microfilmé le meilleur exemplaire qu'il lui a été possible de se procurer. Les détails de cet exemplaire qui sont peut-être uniques du point de vue bibliographique, qui peuvent modifier une image reproduite, ou qui peuvent exiger une modification dans la méthode normale de filmage sont indiqués ci-dessous.

Coloured covers/  
Couverture de couleur

Coloured pages/  
Pages de couleur

Covers damaged/  
Couverture endommagée

Pages damaged/  
Pages endommagées

Covers restored and/or laminated/  
Couverture restaurée et/ou pelliculée

Pages restored and/or laminated/  
Pages restaurées et/ou pelliculées

Cover title missing/  
Le titre de couverture manque

Pages discoloured, stained or foxed/  
Pages décolorées, tachetées ou piquées

Coloured maps/  
Cartes géographiques en couleur

Pages detached/  
Pages détachées

Coloured ink (i.e. other than blue or black)/  
Encre de couleur (i.e. autre que bleue ou noire)

Showthrough/  
Transparence

Coloured plates and/or illustrations/  
Planches et/ou illustrations en couleur

Quality of print varies/  
Qualité inégale de l'impression

Bound with other material/  
Relié avec d'autres documents

Continuous pagination/  
Pagination continue

Tight binding may cause shadows or distortion along interior margin/  
La reliure serrée peut causer de l'ombre ou de la distorsion le long de la marge intérieure

Includes index(es)/  
Comprend un (des) index

Blank leaves added during restoration may appear within the text. Whenever possible, these have been omitted from filming/  
Il se peut que certaines pages blanches ajoutées lors d'une restauration apparaissent dans le texte, mais, lorsque cela était possible, ces pages n'ont pas été filmées.

Title on header taken from:/  
Le titre de l'en-tête provient:

Title page of issue/  
Page de titre de la livraison

Caption of issue/  
Titre de départ de la livraison

Masthead/  
Générique (périodiques) de la livraison

Additional comments:/  
Commentaires supplémentaires:

This item is filmed at the reduction ratio checked below/  
Ce document est filmé au taux de réduction indiqué ci-dessous.

10x	12x	14x	16x	18x	20x	22x	24x	26x	28x	30x	32x
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

The copy filmed here has been reproduced thanks to the generosity of:

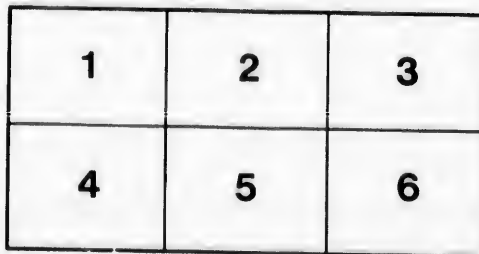
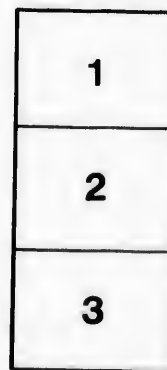
Izaak Walton Killam Memorial Library  
Dalhousie University

The images appearing here are the best quality possible considering the condition and legibility of the original copy and in keeping with the filming contract specifications.

Original copies in printed paper covers are filmed beginning with the front cover and ending on the last page with a printed or illustrated impression, or the back cover when appropriate. All other original copies are filmed beginning on the first page with a printed or illustrated impression, and ending on the last page with a printed or illustrated impression.

The last recorded frame on each microfiche shall contain the symbol  $\rightarrow$  (meaning "CONTINUED"), or the symbol  $\nabla$  (meaning "END"), whichever applies.

Maps, plates, charts, etc., may be filmed at different reduction ratios. Those too large to be entirely included in one exposure are filmed beginning in the upper left hand corner, left to right and top to bottom, as many frames as required. The following diagrams illustrate the method:



L'exemplaire filmé fut reproduit grâce à la générosité de:

Izaak Walton Killam Memorial Library  
Dalhousie University

Les images suivantes ont été reproduites avec le plus grand soin, compte tenu de la condition et de la netteté de l'exemplaire filmé, et en conformité avec les conditions du contrat de filmage.

Les exemplaires originaux dont la couverture en papier est imprimée sont filmés en commençant par le premier plat et en terminant soit par la dernière page qui comporte une empreinte d'impression ou d'illustration, soit par le second plat, selon le cas. Tous les autres exemplaires originaux sont filmés en commençant par la première page qui comporte une empreinte d'impression ou d'illustration et en terminant par la dernière page qui comporte une telle empreinte.

Un des symboles suivants apparaîtra sur la dernière image de chaque microfiche, selon le cas: le symbole  $\rightarrow$  signifie "A SUIVRE", le symbole  $\nabla$  signifie "FIN".

Les cartes, planches, tableaux, etc., peuvent être filmés à des taux de réduction différents. Lorsque le document est trop grand pour être reproduit en un seul cliché, il est filmé à partir de l'angle supérieur gauche, de gauche à droite, et de haut en bas, en prenant le nombre d'images nécessaire. Les diagrammes suivants illustrent la méthode.

BEING

A C

John Howe's Son  
**CAPTAIN INGLEFIELD'S**  
NARRATIVE

OF  
*The Loss of the Centaur,*

IN 1782,

BEING A LITERAL EXTRACT OF HIS LETTER TO  
THE ADMIRALTY, WRITTEN FROM  
FAYAL IN 1782;

ALSO,

A COPY OF THE SENTENCE OF THE COURT MARTIAL  
HELD UPON THE OFFICERS OF  
THE CENTAUR.

*Printed by Howe & Son, Halifax.*

6339 — June 23/21

The  
Ships u  
a numbe  
ron was  
Centaur,  
Rodney  
Paris, r  
Le Jafon  
These tw  
but the r  
Merchan

CAN

The Centaur sailed from Jamaica for England with a Squadron of Ships under the command of Admiral Greaves, having under Convoy a number of Merchantmen (upwards of one hundred Sail) The Squadron was composed of the Ramillies, (the Admiral's Ship) Canada and Centaur, having with them the French Men of War captured by Lord Rodney on the 12th April, 1782, in the West Indies, La Ville de Paris, 110 Guns—Glorieux, 74 Guns—Hector, 72 Guns—also, Le Jason and Le Caton, taken by Lord Hood in the Mona Passage— These two Ships had separated a few days before the Hurricane— but the rest foundered, except the Canada, with a great number of Merchant Ships.

CAN  
DAB7.5  
1782  
.151



**T**  
and w  
chain-  
henflo  
comm  
16th S  
on, the  
usually  
time it  
night i  
much  
up to f  
I had  
Happy  
mined c  
voy, ex  
weather  
the opin  
morning  
selves th  
much th

## CAPTAIN INGLEFIELD'S

*Narrative.*

THE Centaur left Jamaica in rather a leaky condition, keeping two hand-pumps going, and when it blew fresh sometimes a spell with a chain-pump was necessary ; but I had no apprehension that the ship was not able to encounter a common gale of wind. In the evening of the 16th September, 1782, when the fatal gale came on, the ship was prepared for the worst weather usually met with in those latitudes, though at that time it did not blow very strong. Towards midnight it blew a gale of wind, and the ship made so much water that I was obliged to turn all hands up to spell the pumps. The leak still encreasing, I had thoughts to try the ship before the sea—Happy I should have been perhaps, had I determined on this—the impropriety of leaving the convoy, except in the last extremity, and hopes of the weather growing more moderate, weighed against the opinion that it was right. About two in the morning the wind lulled, and we flattered ourselves the gale was breaking ; soon after, we had much thunder and lightning, with rain, when it

began to blow strong in gusts of wind, which obliged me to haul the main-sail up, the ship being then under bare poles. This was scarcely done when a gust of wind exceeding in violence every thing of the kind I had ever seen, or had any conception of, laid the ship upon her beam ends. The water forsook the hold, and appeared between decks so as to fill the men's hammocks to leeward: the ship lay motionless, and to all appearances irrecoverably overfet. The water increasing fast, I gave immediate directions to cut away the main and mizen masts, hoping when the ship righted to wear her. The mizen mast went first without the smallest effect on the ship. The main mast followed, and I had the disappointment to see the foremast and bowsprit follow also, the ship upon this immediately righted, but with great violence: and the motion was so quick, that it was difficult for the people to work the pumps. Three guns broke loose upon the main deck, and it was some time before they were secured. Several men being maimed in the attempt; every moveable was destroyed either from the shot thrown loose from the lockers, or the wreck of the Deck!

The officers who had left their Beds (when the ship overfet) naked in the morning, had not an article of clothes to put on, nor could their friends supply them. The masts had not been over the side ten minutes before I was informed the tiller had broke short in the rudder head: and before the chocks could be placed, the rudder itself was

gone.-  
was p  
sea; y  
seemed  
the mo  
modera  
North-  
tle ship  
and bow  
the gen  
former  
The R  
15 sail  
the mor  
head of  
Ville de  
immedi  
distress,  
mizen r  
the fore

The  
and it w  
had the  
and stan  
ships also  
and offer  
King's sh  
joined th  
tion. I  
de Paris  
not to ha

gone.—Thus we were as much disastred as it was possible, lying at the mercy of the wind and sea; yet I had one comfort, that the pumps seemed to reduce the water in the hold: and as the morning came on, the weather grew more moderate, the wind having shifted in the gale to the North-West.—At day light I saw two line of battle ships to leeward:—One had lost her foremast and bowsprit, the other her mainmast. It was the general opinion on board the Centaur that the former was the Canada and the other the Glorieux. The Ramillies was not in sight, nor more than 15 sail of Merchant ships—about seven o'clock in the morning I saw another line of battle ship ahead of us, which I soon distinguished to be the Ville de Paris, with all her masts standing. I immediately gave orders to make the signal of distress, hoisting the Ensign on the stump of the mizen mast, Union downwards, and firing one of the fore-castle guns.

The Ensign blew away soon after it was hoisted, and it was the only one we had remaining; but I had the satisfaction to see the Ville de Paris wear and stand towards us. Several of the Merchant ships also approached us, and those that could, hailed and offered their assistance, but depending upon the King's ship, I only thanked them, desiring if they joined the Admiral, to acquaint him of our condition. I had not the smallest doubt but the Ville de Paris was coming to us, as she appeared to us not to have suffered in the least by the storm, and

having seen her wear, we knew she was under the government of her helm: but approaching within two miles, she passed us to windward. This being observed by one of the Merchant ships, she wore and came under our stern, offering to carry any message to her. I desired the Master would acquaint Captain Wilkinson, that the Centaur had lost her rudder as well as her masts, that she made a great deal of water, and that I requested he would stay with her until the weather grew moderate.

I saw this Merchantmen approach afterwards, near enough to speak the Ville de Paris, but I am afraid that her condition was much worse than it appeared to be, as she continued upon that tack. In the mean time all the quarter deck guns were thrown overboard, and all but six which had overset, of the main deck. The ship lying in the trough of the sea, laboured prodigiously. I therefore ordered that a drag should be made with the stream anchor and a couple of spars, with a small cable veered out from the head door—but this with a sail on the stump of the mizen mast did not effectually keep the ship's bow to the sea. As the evening came on it grew hazy, and in squalls blew strong: we lost sight of the Ville de Paris, but thought it a certainty that I should see her in the morning. The night was passed in constant labour at the pumps, sometimes the wind lulled, the water diminished: when it blew strong again, the sea rising, the water again increased.

To  
forme  
keelfo  
broke  
that t  
cumst  
openin  
the pe  
in rea

It v  
taur's  
the aft  
provis  
chaldr  
starte  
pumps  
pumps  
use ; a  
been  
more,  
it was  
to the  
all the  
in cask  
from si  
remain  
clearin  
or thro  
pect of  
water  
over th

Towards the morning of the 18th, I was informed there were seven feet of water upon the keelson : that one of the winches of the pumps was broke, that the two spare ones would not fit ; and that the hand pumps were choaked, these circumstances were sufficiently alarming ; but upon opening the after hold to get some Rum up for the people, we found our condition much more so in reality.

It will be necessary to mention, that the Centaur's after hold was enclosed by a bulk head at the after part of the well : here were all the dry provisions and ship's Rum, stowed upon twenty chaldrons of Coal, which unfortunately had been started in this part of the ship, and by them the pumps were continually choaked. The chain pumps were so much worn, as to be of little use ; and the leathers, which had the well been clear would have lasted twenty days or more, were all consumed in eight. At this time it was observed, that the water had not a passage to the well, all the Rum, twenty-six Puncheons, all the provisions, of which there were two Months, in casks were stove, having floated with violence from side to side until there was not a whole cask remaining : even the staves, that were found upon clearing the hold were most of them broken in two or three pieces. In the fore hold we had a prospect of perishing : should the ship swim, we had no water but what remained in the ground tier, and over this all the wet Provisions and butts filled

with salt water were floating, and with so much motion, that no man could with safety go into the hold. There was nothing left for us to try but baling with buckets at the fore hatchway and fish room; and twelve large canvas buckets were immediately employed at each. On opening the fish room we were so fortunate as to discover that two puncheons of Rum, which belonged to me, had escaped; they were immediately got up, and served out at times in drams; and had it not been for this relief, and some Lime Juice, the people would have dropped.

We soon found our account in baling: the spare pump had been put down the fore hatchway, and a pump shifted to the fish room, but the motion of the ship had washed the Coals so small, that they had reached every part of the ship, and these pumps soon, choaked however the water, by noon, had considerably diminished by working the Buckets, but there appeared no prospect of saving the ship, if the gale continued. The labour was too great to hold out without water; yet the people worked without a murmur, and indeed with cheerfulness.

At this time the weather was more moderate, and preparations were made to get up a jury foremast; but as the evening came on, the gale again encreased. We had seen nothing this day, but the ship which had lost her mainmast, and she appeared to be as much in want of assistance as ourselves, having fired guns of distress; and before night I was told her foremast was gone.

Th  
a hope  
ver,  
baling  
want  
people  
water.  
in fight  
in the  
the p  
10 o'clock  
moder  
the pe  
forts to  
of fresh  
the mo  
the att  
which  
All  
not of  
thrum  
ship's  
The  
weath  
night  
baling  
By  
cleared  
ble pro  
determ  
exertio

The Centaur laboured so much that I had scarce a hope that she could swim till morning.—However, by great exertion of the chain pumps and baling, we held our own, but our sufferings, for want of water were very great, and many of the people could not be restrained from drinking salt water. At day light the 19th, there was no vessel in sight, and flashes from Guns having been seen in the night, we feared the ship we had seen the preceding day had foundered. Towards 10 o'clock in the forenoon the weather grew more moderate, the water diminished in the hold, and the people were encouraged to redouble their efforts to get the water low enough to break a cask of fresh water out of the ground tier, and some of the most resolute of the seamen were employed in the attempt: at noon we succeeded with one cask, which was a seasonable relief.

All the officers, passengers and boys, who were not of the profession of seamen, had been employed thrumming a sail, which was passed under the ship's bottom, and I thought it had some effect. The sheers were raised for the foremast; the weather looked promising, and the sea fell; and at night we were able to relieve at the pumps, and baling every two hours.

By the morning of the 20th, the fore hold was cleared of the water; and we had the comfortable promise of a fine day—it proved so, and I was determined to make use of it with every possible exertion. I divided the ship's company, with the



officers attending them, into parties, to raise the jury foremast, to heave overboard the lower-deck guns: to clear the wrecks of the fore and after holds; to prepare the machine for steering the ship, and to work the pumps; by night, the after hold was as clear as when the ship was launched; for, to our astonishment, there was not a shovel full of Coals remaining; twenty chaldrons having been pumped out since the commencement of the gale.

The standards of the Cock pit, an immense quantity of staves and wood, and part of the lining of the ship, were thrown overboard, that if the water should again appear in the hold, we might have no impediment in baling. All the guns were overboard, the foremast secured, and the machine for steering (which was to be similar to that which was contrived on board the Ipswich) was in great forwardness; so that I was in hopes, the moderate weather continuing, that I should be able to steer the ship by noon the following day, and at least save the people on some of the Western Islands. Had we had any ship in company with us, I should have thought it my duty to have quitted the Centaur this day.

This night the people got some rest by relieving the watches—but in the morning of the 21st, we had the mortification to find that the weather again threatened, and by noon it blew a storm. The ship laboured greatly, and the water appeared in the fore and after hold, and was encreasing. The Carpenter also informed me that the leathers were

nearly  
the pu  
of the

As

I gav  
decks  
all the  
in ma  
havin  
sheet  
this ti  
tack,  
ship,  
latitu  
none  
crew,  
pump  
with t  
thrum  
there  
The a  
Pit th

Th  
led t  
strea  
on w  
ing p  
and  
our se  
the d  
the sh

nearly consumed ; and likewise, that the chains of the pumps, by constant exertion, and the friction of the Coals, were nearly rendered useless.

As we had now no other resource but baling, I gave orders that scuttles should be cut through the decks, to introduce more buckets into the hold : all the sailmakers were employed night and day in making Canvas buckets ; and the orlop deck having fallen on the larboard side, I ordered the sheet cable to be roused overboard. The wind at this time was at West, and being on the larboard tack, many schemes had been practised to wear the ship, that we might drive in to a less boisterous latitude, as well as approach the Western Isles : but none succeeded : and having a weak Carpenters' crew, they were hardly sufficient to attend the pumps, so that we could not make any progress with the steering machine, another sail had been thrummed and got over, but without effect ; indeed there was no prospect but in a change of weather. The after Cock Pit had fallen in—the fore Cock Pit the same, with all the store rooms down :

The stern post was so loose, that as the ship rolled the water rushed in on either side in great streams, which we could not stop. Night came on with the same dreary prospect as on the evening preceding, and was passed in continual efforts and labour—Morning came, the 23d, without our seeing any thing, or any change of weather, and the day was spent with the same struggles to keep the ship above water, pumping and baling at the

hatchways and scuttles ; towards night another of the chain pumps was rendered quite useless, by one of the rollers being displaced at the bottom, and this was without remedy, as there was too much water in the well to get to it. We also had but six leathers remaining, so that the fate of the ship was not far off, still the labour went on without any apparent despair, every officer taking his share of it, and the people were always cheerful and obedient. During the night the water encreased, but about seven in the morning of the 24th, I was told that an unusual quantity appeared all at once in the fore hold which upon my going forward to be convinced, I found but too true. The stowage of the hold ground tier was all in motion, so that in a short time there was not a whole cask to be seen. We were now convinced the ship had sprung a fresh leak : another sail had been thrumming all night, and I was giving directions to place it over the bows, when I perceived the ship settling by the head, the lower deck bow ports being even with the water. At this period the Carpenter acquainted me that the well was stove in, destroyed by the wreck of the hold, and the chain-pumps displaced, and totally useless. There was nothing left but to redouble our efforts in baling—but it became difficult to fill the buckets, from the quantity of staves, planks, anchor stocks, and yard-arm pieces, which were now washed from the wings, and floating from side to side with the motion of the ship. The people, who, to this period

labour  
ties w  
efforts  
wept

Ev  
the w  
with t  
that t  
making  
it was  
with a  
ly ret  
fired t  
lashing  
the mo  
their b

The  
moder  
Carpenter  
thought  
ship's c  
situatio  
ship's c  
recom  
dient to  
diately  
cleared  
Cutter  
ver the  
in each  
the pu

laboured, as determined to conquer their difficulties without a murmur, or a complaint, seeing their efforts useless, many of them burst into tears, and wept like children.

Every time I visited the hatch-way I observed the water encreased, and at noon it washed even with the orlop deck. The Carpenter assured me that the ship could not swim long, and proposed making rafts to float the ship's company, whom it was not in my power to encourage any longer with a prospect of safety—some appeared perfectly resigned, went to their hammocks, and desired their mess-mates to lash them in : others were lashing themselves to gratings and small rafts, but the most predominant idea was, that of putting on their best and cleanest clothes.

The weather about noon had been something moderate, and as rafts had been mentioned by the Carpenter, I thought it right to make the attempt, though I knew our booms could not float half the ship's company in fine weather, but we were in a situation to catch at a straw. I therefore called the ship's company together, told them my intention, recommending to them to remain regular and obedient to their Officers: preparations were immediately made to this purpose : the booms were cleared, the Boats, of which we had three, viz : Cutter, Pinnace, and five oared Yawl, were got over the side, a bag of bread was ordered to be put in each, and any liquors that could be got at, for the purpose of supplying the rafts. I had intend-

ed myself to go into the five oared Yawl, and the coxswain was desired to get any thing from my steward that might be useful. Two men, who could be depended on, were placed in each of them, to prevent any man from forcing the Boats, or getting into them, until an arrangement was made. While these preparations were making, the ship was gradually sinking, the orlop decks having been blown up by the water in the hold, and the cables floated to the gun deck—the men had for some time quitted their employment of baling, and the ship was left to her fate.

In the afternoon, the weather again threatened, and in squalls blue strong, the sea ran high, and the Yawl stove along side and sunk :—As the evening approached, the ship appeared little more than suspended in water.

There was no certainty that she would swim from one moment to another : and the love of life, which I believe never shewed itself later in the approach of death, began now to level all distinctions.

It was impossible, indeed, for any man to deceive himself with a hope of being saved upon a raft in such a sea : besides that, the ship in sinking, it was probable, would carry every thing down with her in a vortex, to a certain distance.

It was near five o'Clock, when coming from the cabin, I observed a number of men looking very anxiously over the side : and looking over myself, I saw several men had forced the Pinnace, and that more were attempting to get in. I had mi-

imme  
migh  
more  
and p  
not b  
ty wh  
leave  
sied w  
I cou

TH  
believ  
who h  
life pr  
only C  
and in  
after p  
culty  
numb  
and m  
young  
the ch  
ken in  
to the  
round  
pals to  
she wa  
only p  
fore th

It w  
if any  
of thof

immediate thoughts of securing this Boat before she might be sunk by numbers. There appeared not more than a moment for consideration : to remain and perish with the ship's company, whom I could not be any longer of use to, or seize the opportunity which seemed the only way of escaping, and leave the people, whom I had been so well satisfied with, on a variety of occasions, that I thought I could give my life, to preserve them.

This indeed was a painful conflict, and which, I believe, no man can describe, nor have a just idea of, who has not been in a similar situation—the love of life prevailed—I called Mr. Rainey, the Master, the only Officer upon deck, desired him to follow me, and immediately descended into the boat, at the after part of the chains, but not without great difficulty got the boat clear from the ship ; twice the number that the boat would carry pushing to get in, and many jumping into the water. Mr. Baylis, a young gentleman, fifteen years of age, leaped from the chains after the boat had got off, and was taken in. The boat falling a-stern became exposed to the sea, and we endeavoured to pull her bow round to keep her to the break of the sea, and to pass to windward of the ship, but in the attempt she was nearly filled : the sea ran too high, and the only probability of her living, was keeping her before the wind.

It was then that I became sensible how little, if any thing better, our condition was, than that of those who remained in the ship—at best, it ap-

peared to be a prolongation of a miserable existence, we were altogether twelve in number, in a leaky Boat, with one of the gunwales stove, in nearly the middle of the Western Ocean, without Compass, without Quadrant, without Sail, without Great Coat or Cloak, all very thinly cloathed, in a gale of Wind, with a great Sea running. It was now five o'Clock in the Evening, and in half an hour we lost sight of the ship. Before it was dark, a Blanket was discovered in the Boat, this was immediately bent to one of the Stretches, and under it, as a sail, we scudded all Night, in expectation of being swallowed up by every wave: it being with great difficulty that we could sometimes clear the Boat of the Water, before the return of the next great Sea, all of us half drowned, and sitting, except those who baled, at the bottom of the Boat. And without having really perished, I am sure no people ever endured more. In the morning the Weather grew moderate, the wind having shifted to the southward, as we discovered by the sun. Having survived the Night, we began to recollect ourselves, and think of our future preservation. When we quitted the ship, the wind was at North-West, and Fayal had borne East-South-East two hundred and fifty, or two hundred and sixty Leagues. Had the wind continued for five or six days there was a probability that, running before the sea, we might have fallen in with some one of the Western Islands. The change of wind was Death to these hopes; for, should it come to blow, we knew there would be no

pres  
wou  
we r  
U  
foun  
of P  
of F  
T  
or ni  
stros  
the s  
cold.  
and S  
twent  
our N  
We  
nearly  
night  
Coroc  
and n  
driven  
began  
and c  
that o  
and it  
biscuit  
breakf  
bottle

\* *Captain*  
the Boat, v  
Water, hac  
having tw

preserving life but by running before the sea, which would carry us again to the Northward, where we must soon afterwards perish.

Upon examining what we had to subsist on, I found a bag of Bread, a small Ham, a single piece of Pork, two quart bottles of Water,\* and a few of French Cordials.

The Wind continued to the Southward for eight or nine days, and providentially never blew so strong but we could keep the side of the boat to the sea, but we were all most miserably wet and cold. We kept a sort of a reckoning, but the Sun and Stars being sometimes hid from us for the twenty-four hours, we had no certain ideas of our Navigation.

We judged at this period, that we had made nearly an East North-East course since the first night's run, and expected to see the Island of Coroo; in this however we were disappointed; and now we feared that the Southerly Wind had driven us far to the Northward. Our condition began to be truly miserable, both from hunger and cold; for on the fifth day we had discovered that our Bread was nearly all spoiled by salt water, and it was necessary to go to an allowance. One biscuit divided into twelve mortels, was served for breakfast and the same for dinner: the neck of a bottle broken off with the cork in, supplied the

---

\* *Captain Inglefield* upon enquiring how the Bottles of Water came into the Boat, was told by *Sullivan* that himself and others foreseeing a want of Water, had the precaution to conceal some Bottles in their Chests, and that he having two remaining he brought them into the Boat.



place of a Glass; and this filled with water was the allowance for twenty-four hours for each man—This was done without any sort of partiality or distinction: but we must have perished ere this, had we not caught six quarts of Rain Water; and this we could not have been blessed with, had we not found in the boat a pair of sheets, which by accident had been put there—these were spread when it rained, and when thoroughly wet, wrung into the Kidd with which we baled the boat. With this short allowance, which was rather tantalizing than sustaining, we began to grow very feeble, and our cloathes being continually wet, our bodies were in many places chafed into sores.

On the thirteenth day it fell calm, and soon after a breeze of Wind sprang up from the N. N. West, and blew to a gale, so that we ran before the sea at the rate of five or six miles an hour under our blanket; till we judged we were to the Southward of Fayal, and to the Westward sixty Leagues: but blowing strong, we could not attempt to steer for it.

This was the fifteenth day we had been in the boat, and we had only one day's bread, and one bottle of water remaining of a second supply of Rain. Our sufferings were now as great as human nature could bear: but we were convinced that good spirits were a better support than bodily strength: for on this day Thomas Matthews, Quarter Master, the stoutest Man in the boat, perished from hunger and cold: on the day before, he had complained of want of strength

in his  
morfe  
deliri  
pair  
and, a  
encou  
story,  
it imp  
fell cal  
sprang  
there  
of run  
for the

As t  
wind t  
ately sp  
rate of  
been fe  
when J  
much c  
South-I  
so often  
I did no  
the peop  
they mig  
till at le

\* Captain J  
corpe of Mat  
cold; which  
shocking skel  
impression on  
proved ineffe

in his throat, as he expressed it, to swallow his morsel : and in the night drank salt water, grew delirious, and died, without a groan.\*--As yet despair and gloom had been successfully prohibited ; and, as the evening closed in, the men had been encouraged, by turns, to sing a song, or relate a story, instead of a supper : but this evening I found it impossible to raise either. As night came on, it fell calm, and about midnight a breeze of wind sprang up, as we guessed, to the westward, but there not being a star to be seen, we were afraid of running out of our way, and waited impatiently for the rising sun to be our compass.

As soon as the dawn appeared, we found the wind to be exactly as we had wished, and immediately spread our sail, running before the sea at the rate of four miles an hour. Our last breakfast had been served with the Bread and Water remaining ; when John Gregory, Quarter Master, declared with much confidence, that he saw the Land in the South-East—We had been deceived by fog banks so often, which had the appearance of Land, that I did not trust myself to believe it, and cautioned the people, who were extravagantly elated, that they might not feel the effects of disappointment ; till at length, one of them broke out into a most

---

\* Captain *Inglefield* had directed that the clothes should be taken from the corpse of *Matthews*, and given to some of the men who were perishing with cold ; which he had afterwards reason to lament ; for he observed that the shocking skeleton-like appearance of the remains of the body, made such an impression on the minds of the people, that all his efforts to raise their spirits proved ineffectual.

immoderate swearing fit of Joy, which I could not restrain, and declared he had never seen Land in his Life if what he now saw was not it. We immediately shaped our course for it, though, on my part, with very little faith; the wind freshened, the boat went through the water at the rate of five or six miles an hour: and in two hours' time the Land was plainly seen by every man in the boat; but, at a very great distance: so that we did not reach it before ten at night. It must have been at least twenty leagues from us, when first discovered: and I cannot help remarking, with much thankfulness, on the providential favor shewn to us in this instance.

In every part of the horizon, except where the land was discovered, there was so thick a haze, that we could not have seen any thing for more than three or four leagues.

Fayal by our reckoning, bore east by north, which course we were steering: and in a few hours, had not the sky opened for our preservation, we should have encreased our distance from the land, got to the eastward, and of course, missed all the Islands. As we approached the land, our belief had strengthened that it was Fayal. The Island of Pico, which might have revealed it to us, had the weather been perfectly clear, was, at this time, capped with clouds, and it was some time before we were quite satisfied, having traversed, for two hours, a great part of the Island where the steep and rocky shore refused us a landing. This circumstance was borne with much impatience,

for w  
meet  
the La  
pointe  
almost  
near r  
were th  
by the

At le  
conduc  
but the  
land 'ti  
ever, I  
the bo  
freshme  
mornin  
Englith  
very am  
guese.  
tense I  
myself  
of his e  
best me  
It is tru  
objects.  
the Cent  
the stre  
myself,  
rest: bu  
ed: and

for we had flattered ourselves that we should meet with fresh Water at the first part of the Land we might approach: and being disappointed, the thirst of some had encreased anxiety almost to a degree of madness: so that we were near making the attempt to land in some places where the Boat must have been dashed to pieces by the Surf.

At length we discovered a fishing canoe, which conducted us into the road of Fayal about midnight, but the regulation of the Port did not permit us to land 'till examined by the Health Officers. However, I did not think much of sleeping this night in the boat, our pilot having brought us some refreshment of bread, wine, and water. In the morning\* we were visited by Mr. Graham, the English Consul, whose humane attention made very ample amends for the formality of the Portuguese. Indeed, I can never sufficiently express the sense I have of his kindness and humanity, both to myself and people: for I believe it was the whole of his employment for several days, contriving the best means of restoring us to health and strength. It is true, I believe there never were more pitiable objects. Some of the stoutest men belonging to the Centaur were obliged to be supported through the streets of Fayal. Mr. Rainey, the Master, and myself, were, I think, in better health than the rest: but I could not walk without being supported: and for several days, with the best and most

---

\*10th October.

comfortable provisions of diet and lodging, we grew rather worse than better.

IT must be considered that this is an Extract from an Official Letter, which will account for the Narrative breaking off so abruptly.—The other part informs the Admiralty of Captain INGLEFIELD's intention of proceeding to Lisbon as soon as the people recovered sufficient strength.

The recovery of the people when on shore appeared very doubtful from the difficulty of swallowing, and the stomach refusing almost every thing offered as nourishment; and such was their delirium at times, that it was with the greatest difficulty they could be persuaded they were not still in the boat exposed to the dangers of the sea.

T  
J.  
M  
M  
M  
T  
Jo.  
Ch  
Ch  
—  
Th  
Ch  
T  
boa  
C  
the  
inte  
Cen  
cho  
cers  
she  
the  
Offi  
liber

\* N  
† N  
‡ N

ing, we

Extract  
at for the  
ne other  
INGLE-  
as soon

shore ap-  
swallow-  
ry thing  
delirium  
difficulty  
ll in the

*The following are the Names of the Officers and  
Men who were saved in the Pinnace:*

- J. N. Inglesfield, Esq.* Captain
- Mr. Thomas Ramey,* Master
- Mr. Robert Boylis,* Midshipman
- Mr. James Clarke,* Surgeon's Mate
- Timothy Sullivan,* Captain's Coxswain.
- John Gregory,* Quarter-Master
- Charles M-Carthy\**
- Charles Flinn* } Since
- Gallagher* } dead
- Theodore Hutchins†*
- Christopher Stevenson‡*

} Seamen

*Thomas Mat hews,* Quarter-Master, died in the boat, the day before we saw the land.

—: S ||| S :—

ON the 25th of January, 1783, the Court-Martial assembled, and was held on board the *Warspite*, in Portmouth Harbour, to enquire into the Cause of the Loss of His Majesty's Ship *Centaur*, under the command of Capt. *John Nicholson Inglesfield*, and to try the said Captain, Officers and People, who belonged to her at the time she was sinking: Having heard the Narrative of the said Captain *Inglesfield*, and examined the Officers and Men present, and maturely and deliberately considered the whole, the Court is of

\* Now a Boatswain of a Line of Battle Ship.

† Now a Boatswain of a Line of Battle Ship.

‡ Now a Pilot at Newcastle.

opinion, that the said Captain *John Inglefield* acquitted himself as a cool, retolute, and experienced Officer, and was well supported by his Officers and Ship's Company; their united exertions appearing so great and manly, as to reflect the highest honour on the whole, and to leave the deepest impression on the minds of this Court, that more could not possibly have been done to preserve His Majesty's late Ship the *Centaur* from her melancholy fate: The Court doth therefore adjudge, that the said Captain *John Inglefield*, his Officers and Company, be acquitted of all blame on account of the loss of His Majesty's late Ship *Centaur*; and they are hereby acquitted accordingly.

(Signed.)

WILLIAM FOTHAM,

*Commodore, and Second in Command of His Majesty's Ships  
and Vessels at Portsmouth and Spithead—PRESIDENT.*

CAPTAINS :

JOHN WELPHINSTONE,  
THOMAS FITZ HERBERT,  
Hon. W. CORNWALLIS,  
SAMUEL REEVE,  
JONATHAN FAULKNER,  
Hon. P. BERTIE,  
S. MARSHALL,  
S. W. CLAYTON,  
JOHN HOLLOWAY,  
C. COLLINGWOOD,  
J. T. LUKWORTH,  
J. LUTIERELL,  
W. A. BETTESWORTH, *Judge Advocate.*

