

THE
Naval Chronicle,

FOR 1806:

CONTAINING A

GENERAL AND BIOGRAPHICAL HISTORY

OF

THE ROYAL NAVY

OF THE

UNITED KINGDOM;

WITH A

VARIETY OF ORIGINAL PAPERS

ON

NAUTICAL SUBJECTS:

UNDER THE GUIDANCE OF SEVERAL

LITERARY AND PROFESSIONAL MEN.

VOLUME THE FIFTEENTH.

(FROM JANUARY TO JUNE.)

“ ENGLAND EXPECTS EVERY MAN WILL DO HIS DUTY.”

NELSON AND BRONTE.

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of the crew got to Manchow, on the east side of the island Hainan, on rafts, and were three or four days on the passage from the wreck to Manchow. The cause of the loss of this ship was a hard gale of wind from the westward, which drove her to the eastward amongst the shoals, not being able to carry any sail.

December 1804, ship *FRIENDSHIP*, of Madras, from Canton river bound to Cochin China, sprung a leak, which obliged them to run her on shore on the island Hainan, where she was lost. The crew were said to have been treated very indifferently, in their journey from Hainan to Canton by land.

Exclusive of the vessels here mentioned, several others have been lost in the China Sea of late years: it is said that several foreign ships have been lost, whose names, and other particulars relative to them, are not known; and also a ship belonging to Madras, missing from the time she entered the China Sea.

A List of several Vessels which have been assaulted or cut off by those People generally called Malays, spread over the Indian Archipelago; evincing the Propriety of Europeans, who trade with those People, to be constantly guarded against the Perfidy of the Natives of many of the Eastern Islands; or having any of them on board as Passengers, or otherwise, to have no Reliance upon them.

IN 1785, the ship *FLOYER*, about 350 or 400 tons burthen, Captain Bain, an experienced eastern trader, was on the coast of Pedier, north part of Sumatra. Some of the chiefs having arrived in proas (boats) to trade, were invited into the cabin, and with their cresses (or daggers) which had been concealed, they stabbed the commander and officers of the ship, whilst at breakfast; at the same instant, the Malays, with concealed cresses in the proas alongside, boarded the vessel by signal from their chiefs, and murdering the few remaining Europeans, possessed themselves of the ship. This ship belonged to Calcutta in Bengal.

It has been mentioned, that a ship belonging to Bengal was taken possession of by one Malay, previous a little to the time when the *Floyer* was taken; and the method this man followed to accomplish his purpose, was this:—In a serene night, when all the crew were asleep except the man at the helm, this desperate Malay stabbed him without noise, and also the officer of the watch, who was asleep on deck; then going below, he terminated the existence of the commander and another officer, who were asleep,

in the same manner. At this time the third officer, a young man, being asleep in one of the boats, was secretly apprised of his danger by one of the Lascars, and he was prevailed upon to conceal himself in a large empty chest, belonging to the sarang, or principal native of the crew. The Malay, whilst in search of this young officer, was informed by the sarang, that he had jumped overboard through fear, on perceiving the fate of the others, which satisfied the Malay. He continued in command of the vessel for a few days, giving his orders to the sarang, and kept his crew in a menacing position, when any person approached him with victuals or otherwise, securing the door of the cabin where he slept in the night. At last a plan was concerted between the sarang and the young officer, to retake the ship, which was accomplished by rushing upon the Malay, followed by the Lascars, at a time when he was a little unguarded.

In 1782 or 3, the *Snow Industry*, of Calcutta, burthen four hundred tons, Captain M'Ewen, sent his boat for wood and water at Pulo Varela, near the north-east coast of Sumatra, with Mr. M'Intosh, the first officer, in charge of the boat. This island is not always inhabited, but some Malay proas were there at this time. The *Industry's* people were sent by the officer to cut wood, and fill the casks with water, whilst he remained to cultivate the friendship of the Malays belonging to the proas; but they were not susceptible of friendship to strangers, for they crossed him to the heart, and seizing the arms which had been brought from the vessel for the protection of the wooding and watering party, assailed the Lascars, who were at work, killing several of them. Three of the *Industry's* people escaped from the Malays, by secreting themselves among the bushes during the first part of the night, and afterwards swam to the snow, which was anchored near the shore. These Malays committed this barbarous deed for the possession of a few muskets brought on shore in the *Industry's* boat, as a protection to the parties on shore whilst wooding and watering. After this misfortune, the *Industry* had no boat, very few people left, and only one cask of water remaining: in this state, with a leaky vessel, (on account of the Dutch war,) Captain M'Ewen resolved to proceed direct to Madras, and by obtaining a large supply of rain water in the Strait of Malacca, he was enabled to arrive at the destined port.

In 1788, a boat was sent from the ship *DADALOT*, of Bombay, to Pulo Varela, in Malacca Strait, for water or wood; some proas belonging to Battabarra, a town on Sumatra adjacent, being

at Pulo Varela at this time, the Malays belonging to them made prisoners of the officers and boat's crew, carried them to Battabarra, where they were sold. Some of them were re-purchased from slavery afterwards, by an officer sent to Battabarra from Prince of Wales Island.

In 1788, the ship *MAY*, of Calcutta, burthen about four hundred and fifty tons, commanded by Captain Dixon, a person experienced in the eastern trade, and well acquainted on the Borneo coast, arrived at the entrance of the river of Borneo Proper, to trade. With a view of expediting the trade, he was prevailed on by the chiefs to proceed with the ship up the river, and moored her close to the town of Borneo Proper. He then went on shore to consult with the Rajah and chiefs relative to trade, and was cressed. The natives from the town then crowded into large proas, boarded the ship in all directions, cut the three officers and other Europeans to pieces, and took possession of the ship and cargo.

About 1789, the *Grab Snow GENEROUS FRIENDS*, Captain Lunn, belonging to Calcutta, burthen about two hundred tons, on her passage from Mocha in the Red Sea, bound to the coast of Coromandel, had on board some Malay passengers. These being Mussulmans, had been on a pilgrimage to the Prophet's tomb at Mecca. During the passage much rain was experienced, and there being but little spare room in the vessel, Captain Lunn humanely entreated these sanctified pilgrims to spread their mats in his cabin, where they might sleep comfortably in the night; his own hanging cot being in the same apartment. In return for this humane and hospitable behaviour, these *holy Malay Hodjers**, when Captain Lunn was asleep, cressed him to the heart, and served his two officers in the same manner. These Malays then ordered the sarang to navigate the vessel to some part of the island Sumatra, on which he declared his incapacity to navigate them to any place. They threatened him with death, if he did not conduct them to some Malay port; but the sarang and his people steered towards the Malabar coast, in hopes of meeting some ship, and got sight of one of the Maldiva Islands, near to which the vessel was carried by the current in a calm night. Some of the Lascars at this time secretly left the vessel, and being assisted with the current setting towards the island, reached it by swimming, from whence they were sent by the King of the Maldivas (who has

* The venerable name acquired by a pilgrimage to the holy tomb of the Prophet Mahomed.

always treated with great humanity shipwrecked mariners) to the Malabar coast, and ultimately to Bombay, where they gave the narration here described. There is reason to conclude, that the Generous Friends was never heard of after these Lascars left her.

It may be here observed, that humanity appears to be but little regarded by the *Holy* of Mecca, which their recent outrage upon a King of the Maldiva Islands seems to confirm. A few years ago, the King of the Maldivas ardently wishing to become a better Mussulman, resolved on a pilgrimage to Mecca, as the surest means to accomplish that end; and, with his family, proceeded in one of his own vessels, to visit the tomb of Mahomed. He had collected a sum of money, as large as he could conveniently obtain, to present to the *Holy* in possession of the tomb; but their rapacity was not satisfied. They detained him in a vexatious manner for a considerable time, in hopes of being able to extort from him more money: this was impossible, for he had no more. These *holy* men were therefore displeas'd, they plundered his Queen of her trinkets, deprived him of life, and kept the family in bondage a considerable time.

In March 1789, two Chinese TCHUANS (vulgo tunks) bound to Rhio, were surpris'd by the Malay pirates near Point Romania; the crew of one of them were said to have been all massacred; the crew of the other were carried to Siak, on the north-east coast of Sumatra, nearly opposite to Cape Rachado, in the Strait of Malacca, to be sold; but the Chinese escaped from the place of confinement in the night, seized the launch which belonged to their tchuan, and put to sea. Two days after we met with this launch, in which there were about seventy Chinese; several of them much cut and mangled, in an affray they had with the Malays, who discovered them effecting their escape. Several of the Chinese were killed in the affray, and some of those in the launch had their hands nearly severed from their arms; a few were taken on board and convey'd to Canton, and those which remained in the launch were supplied with water, provision, dressings for the wounded, &c., and directed to proceed to Malacca, where they arriv'd on the following day.

Nearly about the time the Chinese tchuans were taken, a snow, in the Malay, or eastern trade, commanded by Captain Robb, had on board as helmsmen (vulgo secones) natives of Luconia, or some other of the eastern islands; these form'd a conspiracy, murdered Captain Robb, &c., and carried the vessel into Battabarra, near Pulo Varela, in Malacca Strait, where most of the crew, consisting of Lascars, were sold.

In 1769 or 80, the ship *MURRAY*, Captain Wilcox, was attacked in Madras Road. The *Mantik* seonies belonging to this vessel, murdered the chief officer in the night, when he was asleep, and threw him overboard.

About 1791, the snow *Betswy* of Bombay, bucheen about three hundred tons, Captain Nelson, from *Bencoolen* bound to *Batavia*, had on board as passengers some natives of *Java*; that, in concert with the gunner and seonies, who were *Mantik* men, assassinated the commander and officers in the night, and took possession of the vessel; but the *urang* and *Lascars* took courage, and retook her from the *Malays*, some of which were killed in the affray. A few days after this happened, the ship *Jadey* from *China* bound to *Bombay*, fell in with the *Betswy*, near *Java Head*, and conducted her to the owner there, where the remaining murderers were tried, executed, and placed on gibbets. Previous to the retaking of the vessel by the *Lascars*, several of the principal assassins had proceeded in a boat to *Java*.

About 1791, a snow belonging to *Prince of Wales Island* was commanded by a Captain Stewart, who was assassinated by *Malays*.

Captain Gray, an experienced trader to the eastward, was assailed and wounded by the *Malays* on the *Pedier* coast.

In March 1793, the long boat of the ship *Anna* was sent for water to *Malozza River*, south part of the island *Bastelan*, near *Mindano*; the ship at anchor about three leagues from the river. The long boat went three times to the river for water. Prior to her arrival the last time, the natives had concerted a plan to entice the officer on shore, then to attack the boat and murder the crew, on purpose to obtain a few muskets and cutlasses, and a few pieces of linen cloth, brought from the ship to barter with them for poultry and vegetables. Being aware of the perfidy of most of the natives in this part of the eastern *Archipelago*, their feigned kindness was rejected; and by continuing in the boat with three *European* helmsmen under arms, we frustrated their plan; for they had not courage to make an open attack, although nearly one hundred men had assembled, armed with crosses and long spears, to execute their bloody scheme, had any favourable opportunity offered for secret assassination.

About two years subsequent, the ship *GLOUCESTER*, of *Bombay*, sent two boats to *Malozza river* for water; they were seized by the natives, and most of the crews murdered.

In 1793, an American ship from *Batavia*, bound to *Mantik*, had

a boat with an officer and four men in it, which landed on the west coast of Celebes, near Cape Temocl, which is exactly on the equator; one of the boats' crew was murdered by the natives, the others remained in servitude about two years, during which time one of them died; the remaining two, with the officer, escaped in a canoe to Macasser, where they were humanely treated by the Dutch, and sent to Batavia. This officer, whose name was Woodard, published in London a narrative of their sufferings, &c., comprised in an 8vo volume.

In 1794, a snow belonging to Madras, commanded by Captain Gray, went to trade on the coast of Pedier, north side of Sumatra. When he was on shore examining some beetle nut, which had been purchased by him, was cruelly murdered by the natives with whom he was trading; then they boarded the vessel in their proas, and got possession of her.

About 1794, Captain Piercy, in command of a snow at Tolloo Samwai, on the coast of Pedier, was with his officers murdered, and the vessel taken by the Malays.

Nearly about this period a vessel from Manilla was commanded by an English gentleman, most of the crew were natives of the islands situated south-eastward from Luconia, who are said to be cruel and treacherous, and are known by the appellation of Bassias. When the vessel was near the Natuna Islands in the China Sea, these Bassias wounded the commander, and took possession of the vessel.

In 1796, the ship *TRANSFER*, of Calcutta, commanded by Captain Sadler, an experienced eastern trader, was at Pontiana, or Monpava, on the west coast of Borneo. He went on shore to transact business with the Rajah, and was returning down the river in the evening in his boat towards the ship, with some gold dust which was due for goods sold, when the boat was assaulted by natives, (supposed to have been sent by the Rajah,) who murdered Captain Sadler, and robbed the boat. The officer on board left the coast, to preclude any attack on the ship.

Nearly about the same period, a vessel belonging to Calcutta, said to have been commanded by Captain Stalker, an experienced eastern trader, was taken by the Malays, and the Europeans on board murdered.

About 1797, Captain Page, commanding a small American ship, was assassinated in the Strait of Banca, by Malay pirates.

In 1799, His Majesty's ships *SYBILLE* and *FOX* were at anchor in Pollock Cove, on the north-east side of Bongo Bay,

near the town of Mindano. Two unarmed boats belonging to the Sybille, sent on shore for water, were assailed by the natives, who were at war with the King of Mindano; part of the crew murdered, and the rest carried into slavery. About one year afterwards, these were liberated by the humanity of Captain Lynch, who paid a ransom for them, and carried them to Amboina, at that time a British settlement.

About 1799, a ship belonging to Calcutta, commanded by Captain Drysdale, had on board as seconics, Marilla men, or natives of some other of the eastern islands. These concerted a plan to murder the commander and officers, and seize on the ship, then at sea in the Bay of Bengal. They began to execute their plan in the night, by stabbing the officer on deck who had the watch; this occasioned some noise, and alarmed the commander, who was asleep in his cabin. He instantly jumped on deck armed, which intimidated the conspirators, and saved himself and the vessel.

In February 1800, the ship ANNA, of Calcutta, burthen about six hundred tons, commanded by Captain Gilmore, bound from London to Bengal, had on board about thirty or forty natives of Java, part of the crew of some captured vessels or vessel from Batavia; which were sent on board the Anna, as passengers to India. During the passage, these Javans formed the dreadful plan to murder all the Europeans on board, on a Saturday night, when mostly below; although there were several English gentlemen in the ship, exclusive of the commander and officers, and also from eight to twelve English seamen, besides the Yascars. The crisis of slaughter had nearly approached, when the conspiracy was discovered, and means of security adopted. These wretches, when interrogated, did not deny the cruel plan they had formed, nor offered any reason for such an undertaking, or what they would have done with the ship. At this time the Anna was in a high southern latitude, off the Cape of Good Hope, but far distant from the land.

In 1800 or 1801, Captain R. Pavin, in the ship Ruby, of Calcutta, arrived at Sooloo, and went on shore to transact business with the Sultan, relative to trade. He was cressed whilst sitting in conversation with the Sultan, by some of those in waiting. An immediate attack was made on the vessel by a number of proas, assisted by a battery firing on her from the shore: fortunately there was a fresh breeze of wind; the cable was cut, and the vessel being well armed, destroyed some of the proas in a running fight, by which she escaped.

About this time, a ship belonging to Madras, commanded by Captain Henderson, part of whose crew were natives of some of the eastern islands, murdered the first officer at sea.

In 1800, a small ship belonging to Calcutta, which Captain Langlands commanded, was proceeding from Amboina, the crew mostly natives of Java. A few days after their departure from that island, about two o'clock in the afternoon the Javans rushed on the quarter-deck, armed with cresses, knives, bludgeons, &c., stabbed the Purser, who was walking the deck with Captain Langlands, in a vital part. The latter being unarmed, ran below, and grasping a musket with fixed bayonet, forced his passage on deck; he being a powerful man, and perfectly acquainted with the practice of the musket and fixed bayonet, after fighting singly with from fifteen to twenty of these Malays for some time, the victory was gained by him. Although much cut and bruised, by bayoneting several, and pushing others overboard with the butt end of the musket, or with the bayonet, a panic began to pervade them, several of them jumping into the sea, which enabled him to secure the others, with the assistance from a few Lascars he had on board, and returned to Amboina for a supply of men to his vessel.

In November 1800, a small ship from Prince of Wales Island, bound to Calcutta, commanded by Captain George, whose gunner and seconies were Manilla men, or of the Malay tribe, near the coast of Aracan, assassinated the commander and officers in the night, and an English female passenger. Having perpetrated this deed, they prepared to leave the vessel, and to proceed in the boat to Chittagong, at this time not far distant; and to preclude every means of detection, a train of gunpowder was laid, communicating with the magazine and that part of the vessel where they were to step from into the boat. The plan was, to have set fire to the train when they went into the boat, that by the time they got at a safe distance from the ship, she might explode with the remainder of the crew, who were Lascars, so that none might survive the catastrophe but themselves. The Lascars perceiving the danger near, of being all blown in the air by one explosion, were roused from their natural apathy, by the innate principle of self-preservation; and when the last man was going into the boat, several Lascars rushed on the gunner and seconies, and dispatched all of them except one, who took refuge at the mast-head of the ship. The Lascar who headed the others in this affray, was drowned in struggling with one of the seconies in the boat. In the struggle they both tumbled out of the boat, and were drowned. Although

near Chittagong, and not far distant from the entrance of Hooghly river, the Lascars knew not how to proceed to either of these places, but they found means to navigate the vessel back to Prince of Wales Island, from whence they came, and there delivered up the surviving assassin, who was sent to Calcutta for trial.

In 1803, a small snow belonging to Prince of Wales Island, bound to Malacca, was assaulted by Malay pirates in Calam Strait, and after expending all their ammunition in a running fight, was obliged to return to Prince of Wales Island.

In 1803, Malay pirate proas assaulted a small brig in Sincapour Strait; but His Majesty's sloop 'Rattlesnake' coming up, and dispersing the proas, prevented this vessel from being taken.

In July 1803, the ship *SUSANNAH*, of Calcutta; Captain Drysdale, at Pontiana, on the west coast of Borneo, with a valuable cargo on board, was surprised by the natives, all the Europeans massacred, and the vessel taken by the chiefs of the place.

About this time, an American vessel was surprised, and taken by the Malays of Sumatra.

In 1804, or 1805, another race of men than Malays have been guilty of a like barbarous action with the foregoing. The ship *Alert*, from Bengal bound to Bombay, had a part of her crew, consisting of Muscat (or Arab) seedies: these are woolly headed men, originally slaves procured from the east coast of Africa by the Arabs, and by these metamorphosed into mussulmans. Those of this class which were in the *Alert*, put the commander and officers to death, and carried the ship into Maculla, on the south coast of Arabia; the Shick of which place delivered her to the Bombay Government, when applied to for this purpose.

PLATE CCVI.

THE HYDROGRAPHER, (No. 4.)

ST. LUCIA.

THIS third and last Island in the West Indies belonging to the French, is one of the Caribbees, about 27 miles long, and 12 broad, and was so named because it was discovered on St. Lucia's day. It lies in north lat. 14°, west long. 60° 58'. It is nearly as large as Barbadoes. The interior is very mountainous. Two of the mountains, terminating in sharp points, are called the pin-heads of St. Lucia. The sea coast is very fertile, well watered with rivers, and abounds in good harbours and bays. The little carriage has many advantages: a sufficient depth of water, and