

THE SAILOR'S MAGAZINE,

AND NAVAL JOURNAL.

SEPTEMBER, 1831.

COMMUNICATIONS AND SELECTIONS.

OUTRAGE OF THE MALAYS.

THE ship *Friendship*, capt. Endicott, of Salem, was attacked and captured by the Malays, on the 7th of February last, while lying at Quala Batoo, in the island of Sumatra. The particulars, as taken from the ship's log-book after the accident, are as follows.

"Monday, February 7th, 1831. At eight A. M. the captain, second officer, and four men, went on shore to weigh pepper—at half-past three P. M. succeeded in procuring one boat load; saw her leave the bank of the river opposite the scale house, with the usual complement of men in her, that is to say, one steersman, and six oarsmen; the natives still bringing pepper to the scales, with the promise of giving us another boat load to-day. The first boat was observed to make considerable delay in getting out of the river, and we supposed her crew might be stealing pepper from her and secreting it among some neighboring high grass,—two of the ship's men were accordingly sent down to watch them, and upon their approaching the boat, five or six Malays were seen to jump up from

the grass and hurry on board her—the ship's people supposed them to be the boat's crew, as they had seen about the same number quit her, previous to their being observed by the Malays. At this time there was a brig standing into Soosoo. While waiting for the natives to complete our other boat of pepper, captain Endicott went to the beach to ascertain if the brig approaching had hoisted any colors.

"He then saw that the pepper boat, which was at this time a few yards off the ship, had at least double the number of men in her, that she had when she left the scales—he immediately returned and inquired into this circumstance—the men who were sent down to watch the boat in the river, then informed, that they had seen her take in several men out of a ferry boat at the mouth of the river, but as they all appeared to be "youngsters," they did not think the circumstance of sufficient importance to report it. Our suspicions were immediately excited that all was not right; yet trusting they would not be permitted to go on board, it being contrary to the established

regulations of the ship, in the absence of the captain, to admit more than two Malays on board her at a time, and deeming it too late to render any assistance if they were, the second officer and two men were sent to the beach to observe the movements on board, who almost instantly returned with the information that there was trouble on board, and that men were seen jumping overboard from her.

"Convinced from this circumstance, that we on shore had no time to lose, we immediately sprang into the ship's boat, and pushed off. Almost instantaneously crowds of Malays began to assemble on the points of the river, which are about sixty yards asunder, brandishing their weapons, and other ways menacing us—at the same moment a ferry-boat with eight or ten men in her, armed with spears and krisses, pushed off to intercept our passage out of the river, but by pulling directly for her and presenting a Malay sword, our only weapon, we succeeded in keeping them off. When we had cleared the river and come in full sight of the ship, we found the Malays had full possession of her, some of them walking about the decks, while others were making signals of success to the people on shore; none of the ship's crew, except one man aloft, was to be seen. At this moment, three Malay boats with forty or fifty men each, came out of the river, and pulled towards the ship and us; we then concluded, our only chance to recover the ship was by obtaining assistance from some other vessels, and for this purpose we made the best of our way to Muckie, where we knew two or three American vessels were lying. At one A. M. we reached Muckie, which lies twenty-five miles distant from Qualah Batoo, and found there ship James Monroe, Porter, of New-York, brig Gov. Endicott, H. H. Jenks, of Salem, and Palmer,

Powers, of Boston, who determined, on hearing of our misfortunes, to proceed to Qualah Batoo, and endeavor to recover the ship.

"They accordingly got under weigh, but owing to the lightness of the wind, did not reach Qualah Batoo in season to effect any thing that day, but on the morning of the 9th, a Malay was sent on shore to demand the ship of the Rajah, accompanied with the threat, that if the Malays did not immediately desert her, we should fire upon them and the town. The Rajah, however, positively refused to give her up, and sent word we might take her if we could. The three vessels then commenced firing upon the ship and the boats which were passing with plunder, and were answered by the forts on shore, and the Malays also firing the ship's guns at us. In their attempts to get her on shore, she had become entangled among a large cluster of shoals, which rendered it extremely dangerous for either of the vessels to attempt to lay her alongside. The Malays, however, after blowing themselves up with an open keg of powder, out of which they were loading the guns, soon ceased firing on board the ship—when a boat from each vessel was despatched to board her, under cover of the guns from the vessels, and which we did without opposition, the Malays deserting her on the approach of the boats. We found her within pistol shot of the shore, and on examination ascertained that she was plundered of every thing valuable, and scarcely any thing but her pepper remaining. The appearance of the ship at the time we boarded her, beggars all description; every part of her bore ample testimony of the scene of violence and destruction with which she had been visited.

"We subsequently learnt, that the pepper boat exchanged her crew of fishermen at the river's

mouth for a set of opium smokers, rendered desperate by their habits, and to these were added also men of the same class taken from the ferry boat; that when she came alongside not one of them was recognized by the ship's company as having been off to her before; they were all, however, indiscriminately permitted to go on board; and the attack was commenced simultaneously at different parts of the ship, by some concerted signal; and three or four men, with the first officer, were instantly killed, and the crew being taken by surprise and unprepared, the ship fell an easy prey to them.

"Killed on board the *Friendship* Mr. Charles Knight, chief officer; John Davis and George Chester, seamen:—wounded, Charles Converse, seaman, badly, John Mussey, seaman, and William Francis, steward."

The ship was robbed of about twelve thousand dollars in specie, twelve chests of opium, the ship's papers, spare sails, rigging, cabin furniture, nautical instruments, charts, clothing, and every moveable article of value on board. There seems to have been some criminal negligence in those who had charge of the ship, in admitting so many Malays on board, contrary to express orders. Whether the natives had been excited to this deed of violence, in revenge for some wrongs which they had suffered from some of our American vessels, will probably never be known. When we hear of the frauds and oppressions, the debauchery and violence, *sometimes* perpetrated by American seamen, we wonder there are not *many* instances of dreadful retaliation upon the innocent for the crimes of the guilty.

The masters of American vessels at Muckie, united in sending, through captain Endicott, a very earnest appeal to government for

protection against the natives in those seas. They represent that for several years the deportment of the natives towards Americans has been growing worse; repeated attempts have been made before to cut off our ships; captains and supercargoes have been detained on shore, and extravagant sums demanded for their ransom; that it is now upwards of forty years that Americans have pursued this trade; that during that period this coast has never to our knowledge been visited by a vessel of war under the United States flag, while other nations, whose commerce is of much less extent and consequence than ours, have had their national armed vessels to protect them.

"The consequence has been, that we have in vain represented to the natives that they would be made accountable to our government for any violence committed on American vessels; and which representations they now receive with incredulity, and in fact, doubt if the United States have the means or power to redress any grievances imposed upon her flag. We are therefore unitedly of opinion that unless prompt and efficient notice is taken of the recent outrage committed upon the ship *Friendship*, we shall shortly be obliged to relinquish this valuable branch of our commerce; as without protection from our government, we consider that the lives and property committed to our charge will be hereafter placed at the most imminent hazard.

JAMES D. GULLIE,
Ship *Delphos*, Salem.
EDWARD H. NEILSON,
Supercargo *James Monroe*,
New-York.
JEREMIAH PORTER,
Master of do.
HORACE H. JENKS,
Gov. Endicott, Salem.
CHARLES PRESCOTT,
Brig *Colon*, of Boston.
JOHN G. BUTMAN,
Brig *Mexican*, of Salem.
MICHAEL POWERS,
Brig *Palmer*, of Boston.
CHARLES M. ENDICOTT,
Ship *Friendship*, Salem."

Muckie, West Coast Sumatra,
February 26, 1831.

It will be gratifying to learn that our government have taken the most prompt and efficient measures to meet this appeal. The new and noble frigate *Potomac*, captain Downes, was then just ready for sea, destined to carry Mr. Van Buren to England, as our minister to London, and then to cruise in the Pacific Ocean, to relieve the *Guerriere*, now on her way home. But on receiving the statements from captain Endicott, the president has ordered captain Downes to proceed immediately to the Indian ocean, where his first business will be to obtain full redress for the attack upon the *Friendship*. The aggressors will have to be given up; and if the Rajah persists in protecting the wrong-doers, he must meet the consequences. "The partaker is as bad as the thief."

Probably this difficult and important mission could not be in better hands. Captain Downes is a man of character, a self-made man, who has rapidly raised himself from the humble station of cabin-boy to his present honors. He possesses intelligence to know the rights of his country, and a heart to feel when they are invaded. He is well known to be firm and energetic in his purposes; and such a man will be likely to temper sternness in purpose with humanity in execution. It is earnestly hoped that his delicate duty may be successfully executed, without shedding any blood but that of the murderers and pirates who captured the vessel. Their lives are forfeited by the laws of all nations.

The frigate is nobly appointed for her cruise, having a very intelligent set of officers, a worthy chaplain, Mr. Grier, a pious and liberally educated schoolmaster, Mr. Warriner, a young and orderly crew, and every facility for a pleasant and useful service. Doubtless our nation's power, and the cause of humanity, of literature and sci-

ence, will be greatly promoted by the visit of this first American man-of-war among the islands of Austral Asia.

LIBERIA.

There is no more grateful duty which the *Sailor's Magazine* is called to perform, than that of recording so many instances in which the officers of our navy have honorably distinguished themselves, by an intelligent zeal and energy in promoting the welfare of their fellow-men. The facilities which many of them have given, for efforts to promote religion among seamen, the countenance and protection they have afforded to missionaries, their promptness in succouring the distressed, and in redressing the wrongs of the injured, are worthy of all praise. The following letter of captain Kennedy, shows that the Colonization scheme finds valuable friends in the navy: and that our infant settlement of Liberia will be sure of receiving from our gallant officers, that attention and aid which it may need in all cases. The letter will be read with pleasure, both on account of the encouragement which it gives to the Colonization Society, and the favorable light in which it presents the head and heart of the writer.

Norfolk, June 22, 1831.

Sir—I have the honor to acknowledge the receipt of yours of the 11th inst. requesting my opinion of the condition, prospects, and necessities of the colony at Liberia, and of the best method to be adopted by the society for the more effectual prosecution of the great work in which they are engaged.

I hope I need not assure you that it affords me great gratification to comply with your request, and to lay before you a statement of the facts which presented themselves to me during the visit I made to Mesurado, in the frigate *Java*, under my command.

The wisdom and talent which distinguish the councils of the society to which you belong, and the vast materials which your experience and zeal have enabled you to collect, cause great diffidence on my part in the suggestion of any new plan of operations. I was however, not an idle observer dur-