

bar not to be exposed to any breakers. As the flood continued to make, the swell increased, and by midnight we were enveloped in fog, without a breath of air, and the ship rode over the rollers, that were now becoming very heavy, and caused her to pitch violently. There was, however, no break to them; but as ample scope of cable had been given, the ship occasionally swung broadside to, when the heavy pitching was changed to rolling, so deep as to endanger our masts. At 2 A. M. a breaker was heard outside of us, passing in with the roar of a surf, after which they became constant, and really awful. The ship might now be said to be riding in breakers of gigantic size; they rushed onwards with such a tremendous roar and violence, that as each wave was heard approaching, it became a source of apprehension until it had safely passed. Such was its force that when it struck the ship, the chain cable would surge, the ring-stoppers part, and some few fathoms of the cable escape. As the time of high water approached, the roar of these immense breakers was constant. The ship was as if tempest-tost, and our situation became at each moment one of greater solicitude. The actual danger of wreck was not indeed great, for in the event of parting our cable, the tide would have carried us towards the harbour, and into deeper water, where the rollers would have ceased to break; and there was no great danger that we would drift on the bar, which was a mile or two to the northward of our position.

I looked forward with anxiety for the time of high water, as the period when we should be relieved from our unpleasant situation, not only by the change in the course of the tide, but also by the cessation of the breakers.

Our situation afforded me an opportunity of measuring the velocity of the waves as they passed the ship; and though the distance was short, yet the observations were numerous, and gave the velocity at from fifteen to eighteen miles an hour; their estimated height was over thirty feet, their width, from eight hundred to one thousand feet.

At half-past three, one of these immense breakers struck the ship broad on the bow, and broke with its full force on board: the cable surged; the stoppers were carried away; and the whole spar-deck swept fore and aft; the boats and booms broke adrift, the former were stove, and the latter thrown with violence to one side.

Unfortunately, Joseph Allshouse, a marine, who was in the act of ascending the ladder at the time, was struck by one of the spars, and so much injured that he died a few hours afterwards.

It was not until between seven and eight o'clock that the ship could be relieved from this situation: at that time a light air from the land sprung up, of which advantage was at once taken to weigh our anchor.