

Parsons's Telegraph and Signal Chronicle,

And GENERAL ADVERTISER for HANTS, SUSSEX, SURREY, DORSET, and WILTS.

No. 1723

PORTSMOUTH, MONDAY, OCTOBER 15, 1832.

PRICE SEVEN PENCE.

LOSS OF THE BAINBRIDGE.—A narrative of the circumstance attending the loss of the *Bainbridge*, in the gale of the night of the 7th-8th instant, on the rocks at the back of the Isle of Wight, and of the means whereby all on board were brought safely to shore:—

"The *Bainbridge* (of 430 tons) sailed from Halifax for London on the 14th September, with a full cargo of rum and deals, under the command of Mr. Wm. Miller, and with a crew of 17 men—I was the only passenger. As might be expected at this season much boisterous weather was experienced, but no accident occurred, and the land was made very accurately at 2 p.m. on the 6th instant, being the 22nd day out. Towards night it blew very hard, but as the ship was going free it was immaterial, and she continued running up channel with a strong breeze at S.S.W. until the next evening about 9 p.m. when the Needles light was seen. The day had been squally with very hazy weather, and the casual glimpses obtained of the coast were very indistinct, so as to render the log the only reliance—this was regularly attended to, but there is no doubt that the late prevalence of strong westerly winds had occasioned such an accumulation of water in the channel as very considerably to increase the force of the tides, and having had the ebb to contend with throughout the whole morning, it is to be concluded that although the ship's progress through the water was rapid, her position relative to the land was altered much more slowly than was at the time imagined.—To this error is her loss to be attributed. When the Needles light was first discovered, it was thought to be the Owers, but on nearing its great light as well as the appearance of the Hurst lights rectified the mistake. The ship previously going free was now hauled to the wind and sail made with a view to her weathering St. Catherine's point, but after beating upon both tacks for upwards of seven hours in as hard a gale as ever blew, the ship frequently burying herself in the water, and several of the sails split and blown from the yards, she eventually struck upon the rocks of Atherfield in the centre of Chale Bay. What the feelings of all on board were at this moment it is perhaps impossible to conceive; it was then dark, and although we could see indistinctly the loom of the land, we could not at all imagine our distance from it, the sea was making a clean wash over us and the ship striking at every heave with such violence that it was evidently impossible she could long hold together. The fore and main-masts were cut away to lessen her liability to fall over, but all our efforts were unequal to get rid of the mizen-mast, and to this providential circumstance our safety may in a great degree be owing. The violence of the sea together with the rising of the tide, at length beat the ship over the ledge upon which she first struck, and as the mizen-mast was the only thing upon which the wind could now take effect, her stern became gradually worked round in shore, and she eventually settled upon a sand (end on), with her bow sea-ward. The rocks, which had at first nearly been the cause of our destruction, became now a means of protection, for, being outside of us, the full violence of the sea broke upon them and its force became thus mitigated, and although every wave rolled in upon us it was not with that violence which had in the first place, for an hour and a half, threatened to sweep every thing from the deck. It is remarkable, that just at this period when the ship had become fixed in a situation of comparative safety, the mizen mast went over the stern, and day breaking at the same period shewed the *Bainbridge* (as neat a merchant ship as ever swam, eight hours before), a naked helpless wreck. Our situation being discovered on shore, a crowd of persons soon collected, and before noon Capt. Manby's apparatus was in readiness, and four attempts were made to throw a line over the ship, but owing principally to the distance (nearly 500 yards) failed. A rocket, of Mr. Dennett's invention, was then fired, and succeeded completely, although the position of the vessel (rendering the endeavour more difficult) made such success almost hopeless. By means of the line a strong warp was hauled from the shore, and about two p.m., when the tide had somewhat fallen, a boat, manned by two of the Coast Guard Crew, was hauled through the surf, and in two trips landed the whole (in number 19) safe upon the beach. Of this invention of the rocket, and the application of it to the purpose in which this was so conspicuously serviceable, too much cannot be said; and it is due to Mr. Dennett, of Newport, Isle of Wight, the inventor, to give every publicity to the decided success of this the first trial it has received. Its superiority over the Manby was evident to every spectator; it fell some distance beyond the ship, and with a greater angle of elevation no doubt its range would be considerably increased. The rocket used was what is denominated a 12 pounder; although for this purpose, being armed only with a wooden head instead of a shell, its actual weight does not exceed eight pounds. Its greatest range unfettered with a line, I am given to understand by Mr. Dennett, would be about 2,500 yards; that of a 32-pounder, about 3,500. I have said thus much upon the rocket; and now let me ask, what earthly reason exists why ships in themselves should not be furnished with a few?—their expense is a mere nothing, their stowage easy, and the application of them to the purpose intended, simplicity itself, and a more weighty reason than all is, that many positions may occur where it would be a matter of extreme difficulty, not to say impossibility, to throw a line from the shore to a ship, when no such case can happen relative to throwing one from the ship to the shore. I trust then, that this proof of the efficiency of rockets, in enabling boats to board stranded ships, may have due effect, not only in their establishment along the line of our Coasts, but also that ship-owners will have that humanity and sense of justice towards their crews as to provide for them so easily available a mean, whereby their lives may be preserved in situations where at present human power appears to be almost a dead letter. I cannot close this without taking the opportunity of returning thanks in behalf of the whole ship's company, as well as on my own part, to Barlow Hoy, Esq. of the Hermitage, for the stimulus which his open hand gave to those who were thus induced to venture through the surf to our relief, and for his particular kindness to myself in affording me the shelter of his house, &c. I shall always feel indebted. To Mr. Jacobs, of Chale Abbey Farm, also my thanks are particularly due, and for the extreme kindness with which I was received and treated by himself and his whole family, I shall always be most grateful. To many other Gentlemen, whose names I am not so fortunate to know, my thanks are also due; and to Lieutenant Knight, R.N., of the Coast Guard, and the Boatmen of the Station, for the preservation of our baggage, we are all under great obligation. I think it right to state, in conclusion, that no blame can in any way attach to Capt. Miller for the loss of his vessel, but that every exertion was made by every man in her to save her as long as a shadow of hope remained.—I am, Sir, your obedient Servant,

A PASSENGER.