

The leading particulars of this narration were all that Augustus communicated to me while we remained near the box. It was not until afterward that he entered fully into all the details. He was apprehensive of being missed, and I was wild with impatience to leave my detested place of confinement. We resolved to make our way at once to the hole in the bulkhead, near which I was to remain for the present, while he went through to reconnoiter. To leave Tiger in the box was what neither of us could endure to think of, yet, how to act otherwise was the question. He now seemed to be perfectly quiet, and we could not even distinguish the sound of his breathing upon applying our ears closely to the box. I was convinced that he was dead, and determined to open the door. We found him lying at full length, apparently in a deep stupor, yet still alive. No time was to be lost, yet I could not bring myself to abandon an animal who had now been twice instrumental in saving my life, without some attempt at preserving him. We therefore dragged him along with us as well as we could, although with the greatest difficulty and fatigue; Augustus, during part of the time, being forced to clamber over the impediments in our way with the huge dog in his arms- a feat to which the feebleness of my frame rendered me totally inadequate. At length we succeeded in reaching the hole, when Augustus got through, and Tiger was pushed in afterward. All was found to be safe, and we did not fail to return sincere thanks to God for our deliverance from the imminent danger we had escaped. For the present, it was agreed that I should remain near the opening, through which my companion could readily supply me with a part of his daily provision, and where I could have the advantages of breathing an atmosphere comparatively pure.

In explanation of some portions of this narrative, wherein I have spoken of the stowage of the brig, and which may appear ambiguous to some of my readers who may have seen a proper or regular stowage, I must here state that the manner in which this most important duty had been performed on board the *Grampus* was a most shameful piece of neglect on the part of Captain Barnard, who was by no means as careful or as experienced a seaman as the hazardous nature of the service on which he was employed would seem necessarily to demand. A proper stowage cannot be accomplished in a careless manner, and many most disastrous accidents, even within the limits of my own experience, have arisen from neglect or ignorance in this particular. Coasting vessels, in the frequent hurry and bustle attendant upon taking in or discharging cargo, are the most liable to mishap from the want of a proper attention to stowage. The great point is to allow no possibility of the cargo or ballast shifting position even in the most violent rollings of the vessel. With this end, great attention must be paid, not only to the bulk taken in, but to the nature of the bulk, and whether there be a full or only a partial cargo. In most kinds of freight the stowage is accomplished by means of a screw. Thus, in a load of tobacco or flour, the whole is screwed so tightly into the hold of the vessel that the barrels or hogsheads, upon discharging, are found to be completely flattened, and take some time to regain their original shape. This screwing, however, is resorted to principally with a view of obtaining more room in the hold; for in a *full* load of any such commodities as flour or tobacco, there can be no danger of any shifting whatever, at least none from which inconvenience can result. There have been instances, indeed, where this method of screwing has resulted in the most lamentable consequences, arising from a cause altogether distinct from the danger attendant upon a shifting of cargo. A load of cotton, for example, tightly screwed while in certain conditions, has been known, through the expansion of its bulk, to rend a vessel asunder at sea. There can be no doubt either that the same result would ensue in the case of tobacco, while undergoing its usual course of fermentation, were it not for the interstices consequent upon the rotundity of the hogsheads.

It is when a partial cargo is received that danger is chiefly to be apprehended from shifting, and that precautions should be always taken to guard against such misfortune. Only those who have encountered a violent gale of wind, or rather who have experienced the rolling of a vessel in a sudden calm after the gale, can form an idea of the tremendous force of the plunges, and of the consequent terrible impetus given to all loose articles in the vessel. It is then that the necessity of a cautious stowage, when there is a partial cargo, becomes obvious. When lying-to (especially with a small bead sail), a vessel which is not properly modelled in the bows is frequently thrown upon her beam-ends; this occurring even every fifteen or twenty minutes upon an average, yet without any serious consequences resulting, *provided there be a proper stowage*. If this, however, has not been strictly attended to, in the first of these heavy lurches the whole of the cargo tumbles over to the side of the vessel which lies upon the water, and, being thus prevented from regaining her equilibrium, as she would otherwise necessarily do, she is certain to fill in a few seconds and go down. It is not too much to say that at least one-half of the instances in which vessels have foundered in heavy gales at sea may be attributed to a shifting of cargo or of ballast.

When a partial cargo of any kind is taken on board, the whole, after being first stowed as compactly as may be, should be covered with a layer of stout shifting-boards, extending completely across the vessel. Upon these boards strong temporary stanchions should be erected, reaching to the timbers above, and thus securing every thing in its place. In cargoes consisting of grain, or any similar matter, additional precautions are requisite. A hold filled entirely with grain upon leaving port will be found not more than three fourths full upon reaching its destination- this, too, although the freight, when measured bushel by bushel by the consignee, will overrun by a vast deal (on account of the swelling of the grain) the quantity consigned. This result is occasioned by *settling* during the voyage, and is the more perceptible in proportion to the roughness of the weather experienced. If grain loosely thrown in a vessel, then, is ever so well secured by shifting-boards and stanchions, it will be liable to shift in a long passage so greatly as to bring about the most distressing calamities. To prevent these, every method should be employed before leaving port to *settle* the cargo as much as possible; and for this there are many contrivances, among which may be mentioned the driving of wedges into the grain. Even after all this is done, and unusual pains taken to secure the shifting-boards, no seaman who knows what he is about will feel altogether secure in a gale of any violence with a cargo of grain on board, and, least of all, with a partial cargo. Yet there are hundreds of our coasting vessels, and, it is likely, many more from the ports of Europe, which sail daily with partial cargoes, even of the most dangerous species, and without any precaution whatever. The wonder is that no more accidents occur than do actually happen. A lamentable instance of this heedlessness occurred to my knowledge in the case of Captain Joel Rice of the schooner Firefly, which sailed from Richmond, Virginia, to Madeira, with a cargo of corn, in the year 1825. The captain had gone many voyages without serious accident, although he was in the habit of paying no attention whatever to his stowage, more than to secure it in the ordinary manner. He had never before sailed with a cargo of grain, and on this occasion had the corn thrown on board loosely, when it did not much more than half fill the vessel. For the first portion of the voyage he met with nothing more than light breezes; but when within a day's sail of Madeira there came on a strong gale from the N. N. E. which forced him to lie-to. He brought the schooner to the wind under a double-reefed foresail alone, when she rode as well as any vessel could be expected to do, and shipped not a drop of water. Toward night the gale somewhat abated, and she rolled with more unsteadiness than before, but still did very well, until a heavy lurch threw her upon her beam-ends to starboard. The corn was then heard to shift bodily, the force of the movement bursting open the main hatchway. The vessel went down like a shot. This happened within hail of a small sloop from Madeira, which picked up one of the crew (the only person saved), and which rode out the gale in perfect security, as indeed a jolly boat might have done under proper management.

The stowage on board the Grampus was most clumsily done, if stowage that could be called which was little better than a promiscuous huddling together of oil-casks [Whaling vessels are usually fitted with iron oil-tanks- why the Grampus was not I have never been able to ascertain. (Poe's note)] and ship furniture. I have already spoken of the condition of articles in the hold. On the orlop deck there was space enough for my body (as I have stated) between the oil-casks and the upper deck; a space was left open around the main hatchway; and several other large spaces were left in the stowage. Near the hole cut through the bulkhead by Augustus there was room enough for an entire cask, and in this space I found myself comfortably situated for the present.

By the time my friend had got safely into the berth, and readjusted his handcuffs and the rope, it was broad daylight. We had made a narrow escape indeed; for scarcely had he arranged all matters, when the mate came below, with Dirk Peters and the cook. They talked for some time about the vessel from the Cape Verds, and seemed to be excessively anxious for her appearance. At length the cook came to the berth in which Augustus was lying, and seated himself in it near the head. I could see and hear every thing from my hiding-place, for the piece cut out had not been put back, and I was in momentary expectation that the negro would fall against the pea-jacket, which was hung up to conceal the aperture, in which case all would have been discovered, and our lives would, no doubt, have been instantly sacrificed. Our good fortune prevailed, however; and although he frequently touched it as the vessel rolled, he never pressed against it sufficiently to bring about a discovery. The bottom of the jacket had been carefully fastened to the bulkhead, so that the hole might not be seen by its swinging to one side. All this time Tiger was lying in the foot of the berth, and appeared to have recovered in some measure his faculties, for I could see him occasionally open his eyes and draw a long breath.

After a few minutes the mate and cook went above, leaving Dirk Peters behind, who, as soon as they were gone, came and sat himself down in the place just occupied by the mate. He began to talk very sociably with Augustus, and we could now see that the greater part of his apparent intoxication, while the two others were with him, was a feint. He answered all my companion's questions with perfect freedom; told him that he had no doubt of his father's having been picked up, as there were no less than five sail in sight just before sundown on the day he was cut adrift; and used other language of a consolatory nature, which occasioned me no less surprise than pleasure.

Indeed, I began to entertain hopes, that through the instrumentality of Peters we might be finally enabled to regain possession of the brig, and this idea I mentioned to Augustus as soon as I found an opportunity. He thought the matter possible, but urged the necessity of the greatest caution in making the attempt, as the conduct of the hybrid appeared to be instigated by the most arbitrary caprice alone; and, indeed, it was difficult to say if he was at any moment of sound mind. Peters went upon deck in about an hour, and did not return again until noon, when he brought Augustus a plentiful supply of junk beef and pudding. Of this, when we were left alone, I partook heartily, without returning through the hole. No one else came down into the fore-castle during the day, and at night, I got into Augustus' berth, where I slept soundly and sweetly until nearly daybreak, when he awakened me upon hearing a stir upon deck, and I regained my hiding-place as quickly as possible. When the day was fully broke, we found that Tiger had recovered his strength almost entirely, and gave no indications of hydrophobia, drinking a little water that was offered him with great apparent eagerness. During the day he regained all his former vigour and appetite. His strange conduct had been brought on, no doubt, by the deleterious quality of the air of the hold, and had no connexion with canine madness. I could not sufficiently rejoice that I had persisted in bringing him with me from the box. This day was the thirtieth of June, and the thirteenth since the Grampus made sad from Nantucket.

On the second of July the mate came below drunk as usual, and in an excessively good-humor. He came to Augustus's berth, and, giving him a slap on the back, asked him if he thought he could behave himself if he let him loose, and whether he would promise not to be going into the cabin again. To this, of course, my friend answered in the affirmative, when the ruffian set him at liberty, after making him drink from a flask of rum which he drew from his coat-pocket. Both now went on deck, and I did not see Augustus for about three hours. He then came below with the good news that he had obtained permission to go about the brig as he pleased anywhere forward of the mainmast, and that he had been ordered to sleep, as usual, in the fore-castle. He brought me, too, a good dinner, and a plentiful supply of water. The brig was still cruising for the vessel from the Cape Verds, and a sail was now in sight, which was thought to be the one in question. As the events of the ensuing eight days were of little importance, and had no direct bearing upon the main incidents of my narrative, I will here throw them into the form of a journal, as I do not wish to omit them altogether.

*July 3.*- Augustus furnished me with three blankets, with which I contrived a comfortable bed in my hiding-place. No one came below, except my companion, during the day. Tiger took his station in the berth just by the aperture, and slept heavily, as if not yet entirely recovered from the effects of his sickness. Toward night a flaw of wind struck the brig before sail could be taken in, and very nearly capsized her. The puff died away immediately, however, and no damage was done beyond the splitting of the foretopsail. Dirk Peters treated Augustus all this day with great kindness and entered into a long conversation with him respecting the Pacific Ocean, and the islands he had visited in that region. He asked him whether he would not like to go with the mutineers on a kind of exploring and pleasure voyage in those quarters, and said that the men were gradually coming over to the mate's views. To this Augustus thought it best to reply that he would be glad to go on such an adventure, since nothing better could be done, and that any thing was preferable to a piratical life.

*July 4.*- The vessel in sight proved to be a small brig from Liverpool, and was allowed to pass unmolested. Augustus spent most of his time on deck, with a view of obtaining all the information in his power respecting the intentions of the mutineers. They had frequent and violent quarrels among themselves, in one of which a harpooner, Jim Bonner, was thrown overboard. The party of the mate was gaining ground. Jim Bonner belonged to the cook's gang, of which Peters was a partisan.

*July 5.*- About daybreak there came on a stiff breeze from the west, which at noon freshened into a gale, so that the brig could carry nothing more than her trysail and foresail. In taking in the foretopsail, Simms, one of the common hands, and belonging also to the cook's gang, fell overboard, being very much in liquor, and was drowned- no attempt being made to save him. The whole number of persons on board was now thirteen, to wit: Dirk Peters; Seymour, the of the cook's party; the mate, whose name I never learned; Absalom party;- besides Augustus and myself.

*July 6.*- The gale lasted all this day, blowing in heavy squalls, accompanied with rain. The brig took in a good deal of water through her seams, and one of the pumps was kept continually going, Augustus being forced to take his turn. just at twilight a large ship passed close by us, without having been discovered until within hail. The ship was supposed to be the one for which the mutineers were on the lookout. The mate hailed her, but the reply was drowned in the roaring of the gale. At eleven, a sea was shipped amidships, which tore away a great portion of the larboard bulwarks, and did some other slight damage. Toward morning the weather moderated, and at sunrise

there was very little wind.

*July 7.-* There was a heavy swell running all this day, during which the brig, being light, rolled excessively, and many articles broke loose in the hold, as I could hear distinctly from my hiding-place. I suffered a great deal from sea-sickness. Peters had a long conversation this day with Augustus, and told him that two of his gang, Greely and Allen, had gone over to the mate, and were resolved to turn pirates. He put several questions to Augustus which he did not then exactly understand. During a part of this evening the leak gained upon the vessel; and little could be done to remedy it, as it was occasioned by the brigs straining, and taking in the water through her seams. A sail was thrummed, and got under the bows, which aided us in some measure, so that we began to gain upon the leak.

*July 8.-* A light breeze sprang up at sunrise from the eastward, when the mate headed the brig to the southwest, with the intention of making some of the West India islands in pursuance of his piratical designs. No opposition was made by Peters or the cook- at least none in the hearing of Augustus. All idea of taking the vessel from the Cape Verds was abandoned. The leak was now easily kept under by one pump going every three quarters of an hour. The sail was drawn from beneath the bows. Spoke two small schooners during the day.

*July 9.-* Fine weather. All hands employed in repairing bulwarks. Peters had again a long conversation with Augustus, and spoke more plainly than he had done heretofore. He said nothing should induce him to come into the mate's views, and even hinted his intention of taking the brig out of his hands. He asked my friend if he could depend upon his aid in such case, to which Augustus said, "Yes," without hesitation. Peters then said he would sound the others of his party upon the subject, and went away. During the remainder of the day Augustus had no opportunity of speaking with him privately.

## Chapter VII

*July 10.-* Spoke a brig from Rio, bound to Norfolk. Weather hazy, with a light baffling wind from the eastward. To-day Hartman Rogers died, having been attacked on the eighth with spasms after drinking a glass of grog. This man was of the cook's party, and one upon whom Peters placed his main reliance. He told Augustus that he believed the mate had poisoned him, and that he expected, if he did not be on the look-out, his own turn would come shortly. There were now only himself, Jones, and the cook belonging to his own gang- on the other side there were five. He had spoken to Jones about taking the command from the mate; but the project having been coolly received, he had been deterred from pressing the matter any further, or from saying any thing to the cook. It was well, as it happened, that he was so prudent, for in the afternoon the cook expressed his determination of siding with the mate, and went over formally to that party; while Jones took an opportunity of quarrelling with Peters, and hinted that he would let the mate know of the plan in agitation. There was now, evidently, no time to be lost, and Peters expressed his determination of attempting to take the vessel at all hazards, provided Augustus would lend him his aid. My friend at once assured him of his willingness to enter into any plan for that purpose, and, thinking the opportunity a favourable one, made known the fact of my being on board. At this the hybrid was not more astonished than delighted, as he had no reliance whatever upon Jones, whom he already considered as belonging to the party of the mate. They went below immediately, when Augustus called to me by name, and Peters and myself were soon made acquainted. It was agreed that we should attempt to retake the vessel upon the first good opportunity, leaving Jones altogether out of our councils. In the event of success, we were to run the brig into the first port that offered, and deliver her up. The desertion of his party had frustrated Peters' design of going into the Pacific- an adventure which could not be accomplished without a crew, and he depended upon either getting acquitted upon trial, on the score of insanity (which he solemnly avowed had actuated him in lending his aid to the mutiny), or upon obtaining a pardon, if found guilty, through the representations of Augustus and myself. Our deliberations were interrupted for the present by the cry of, "All hands take in sail," and Peters and Augustus ran up on deck.

As usual, the crew were nearly all drunk; and, before sail could be properly taken in, a violent squall laid the brig on her beam-ends. By keeping her away, however, she righted, having shipped a good deal of water. Scarcely was everything secure, when another squall took the vessel, and immediately afterward another- no damage being done. There was every appearance of a gale of wind, which, indeed, shortly came on, with great fury, from the northward and westward. All was made as snug as possible, and we laid-to, as usual, under a close-reefed foresail. As night drew on, the wind increased in violence, with a remarkably heavy sea. Peters now came into the forecabin with Augustus, and we resumed our deliberations.

We agreed that no opportunity could be more favourable than the present for carrying our designs into effect, as an attempt at such a moment would never be anticipated. As the brig was snugly laid-to, there would be no necessity of manoeuvring her until good weather, when, if we succeeded in our attempt, we might liberate one, or perhaps two of the men, to aid us in taking her into port. The main difficulty was the great disproportion in our forces. There were only three of us, and in the cabin there were nine. All the arms on board, too, were in their possession, with the exception of a pair of small pistols which Peters had concealed about his person, and the large seaman's knife which he always wore in the waistband of his pantaloons. From certain indications, too- such, for example, as there being no such thing as an axe or a handspike lying in their customary places- we began to fear that the mate had his suspicions, at least in regard to Peters, and that he would let slip no opportunity of getting rid of him. It was clear, indeed, that what we should determine to do could not be done too soon. Still the odds were too much against us to allow of our proceeding without the greatest caution.

Peters proposed that he should go up on deck, and enter into conversation with the watch (Allen), when he would be able to throw him into the sea without trouble, and without making any disturbance, by seizing a good opportunity, that Augustus and myself should then come up, and endeavour to provide ourselves with some kind of weapons from the deck, and that we should then make a rush together, and secure the companion-way before any opposition could be offered. I objected to this, because I could not believe that the mate (who was a cunning fellow in all matters which did not affect his superstitious prejudices) would suffer himself to be so easily entrapped. The very fact of there being a watch on deck at all was sufficient proof that he was upon the alert, - it not being usual except in vessels where discipline is most rigidly enforced, to station a watch on deck when a vessel is lying-to in a gale of wind. As I address myself principally, if not altogether, to persons who have never been to sea, it may be as well to state the exact condition of a vessel under such circumstances. Lying-to, or, in sea-parlance, "laying-to," is a measure resorted to for various purposes, and effected in various manners. In moderate weather it is frequently done with a view of merely bringing the vessel to a stand-still, to wait for another vessel or any similar object. If the vessel which lies-to is under full sail, the manoeuvre is usually accomplished by throwing round some portion of her sails, so as to let the wind take them aback, when she becomes stationary. But we are now speaking of lying-to in a gale of wind. This is done when the wind is ahead, and too violent to admit of carrying sail without danger of capsizing; and sometimes even when the wind is fair, but the sea too heavy for the vessel to be put before it. If a vessel be suffered to scud before the wind in a very heavy sea, much damage is usually done her by the shipping of water over her stern, and sometimes by the violent plunges she makes forward. This manoeuvre, then, is seldom resorted to in such case, unless through necessity. When the vessel is in a leaky condition she is often put before the wind even in the heaviest seas; for, when lying-to, her seams are sure to be greatly opened by her violent straining, and it is not so much the case when scudding. Often, too, it becomes necessary to scud a vessel, either when the blast is so exceedingly furious as to tear in pieces the sail which is employed with a view of bringing her head to the wind, or when, through the false modelling of the frame or other causes, this main object cannot be effected.

Vessels in a gale of wind are laid-to in different manners, according to their peculiar construction. Some lie-to best under a foresail, and this, I believe, is the sail most usually employed. Large square-rigged vessels have sails for the express purpose, called storm-staysails. But the jib is occasionally employed by itself, - sometimes the jib and foresail, or a double-reefed foresail, and not unfrequently the after-sails, are made use of. Foretopsails are very often found to answer the purpose better than any other species of sail. The Grampus was generally laid-to under a close-reefed foresail.

When a vessel is to be laid-to, her head is brought up to the wind just so nearly as to fill the sail under which she lies when hauled flat aft, that is, when brought diagonally across the vessel. This being done, the bows point within a few degrees of the direction from which the wind issues, and the windward bow of course receives the shock of the waves. In this situation a good vessel will ride out a very heavy gale of wind without shipping a drop of water, and without any further attention being requisite on the part of the crew. The helm is usually lashed down, but this is altogether unnecessary (except on account of the noise it makes when loose), for the rudder has no effect upon the vessel when lying-to. Indeed, the helm had far better be left loose than lashed very fast, for the rudder is apt to be torn off by heavy seas if there be no room for the helm to play. As long as the sail holds, a well modelled vessel will maintain her situation, and ride every sea, as if instinct with life and reason. If the violence of the wind, however, should tear the sail into pieces (a feat which it requires a perfect hurricane to accomplish under ordinary circumstances), there is then imminent danger. The vessel falls off from the wind, and, coming broadside to the sea, is completely at its mercy: the only resource in this case is to put her quietly before the wind, letting her scud until some other sail can be set. Some vessels will lie-to under no sail whatever, but such are not to be trusted at sea.

But to return from this digression. It had never been customary with the mate to have any watch on deck when lying-to in a gale of wind, and the fact that he had now one, coupled with the circumstance of the missing axes and handspikes, fully convinced us that the crew were too well on the watch to be taken by surprise in the manner Peters had suggested. Something, however, was to be done, and that with as little delay as practicable, for there could be no doubt that a suspicion having been once entertained against Peters, he would be sacrificed upon the earliest occasion, and one would certainly be either found or made upon the breaking of the gale.

Augustus now suggested that if Peters could contrive to remove, under any pretext, the piece of chain-cable which lay over the trap in the stateroom, we might possibly be able to come upon them unawares by means of the hold; but a little reflection convinced us that the vessel rolled and pitched too violently for any attempt of that nature.

By good fortune I at length hit upon the idea of working upon the superstitious terrors and guilty conscience of the mate. It will be remembered that one of the crew, Hartman Rogers, had died during the morning, having been attacked two days before with spasms after drinking some spirits and water. Peters had expressed to us his opinion that this man had been poisoned by the mate, and for this belief he had reasons, so he said, which were incontrovertible, but which he could not be prevailed upon to explain to us- this wayward refusal being only in keeping with other points of his singular character. But whether or not he had any better grounds for suspecting the mate than we had ourselves, we were easily led to fall in with his suspicion, and determined to act accordingly.

Rogers had died about eleven in the forenoon, in violent convulsions; and the corpse presented in a few minutes after death one of the most horrid and loathsome spectacles I ever remember to have seen. The stomach was swollen immensely, like that of a man who has been drowned and lain under water for many weeks. The hands were in the same condition, while the face was shrunken, shrivelled, and of a chalky whiteness, except where relieved by two or three glaring red blotches like those occasioned by the erysipelas: one of these blotches extended diagonally across the face, completely covering up an eye as if with a band of red velvet. In this disgusting condition the body had been brought up from the cabin at noon to be thrown overboard, when the mate getting a glimpse of it (for he now saw it for the first time), and being either touched with remorse for his crime or struck with terror at so horrible a sight, ordered the men to sew the body up in its hammock, and allow it the usual rites of sea-burial. Having given these directions, he went below, as if to avoid any further sight of his victim. While preparations were making to obey his orders, the gale came on with great fury, and the design was abandoned for the present. The corpse, left to itself, was washed into the larboard scuppers, where it still lay at the time of which I speak, floundering about with the furious lurches of the brig.

Having arranged our plan, we set about putting it in execution as speedily as possible. Peters went upon deck, and, as he had anticipated, was immediately accosted by Allen, who appeared to be stationed more as a watch upon the fore-castle than for any other purpose. The fate of this villain, however, was speedily and silently decided; for Peters, approaching him in a careless manner, as if about to address him, seized him by the throat, and, before he could utter a single cry, tossed him over the bulwarks. He then called to us, and we came up. Our first precaution was to look about for something with which to arm ourselves, and in doing this we had to proceed with great care, for it was impossible to stand on deck an instant without holding fast, and violent seas broke over the vessel at every plunge forward. It was indispensable, too, that we should be quick in our operations, for every minute we expected the mate to be up to set the pumps going, as it was evident the brig must be taking in water very fast. After searching about for some time, we could find nothing more fit for our purpose than the two pump-handles, one of which Augustus took, and I the other. Having secured these, we stripped off the shirt of the corpse and dropped the body overboard. Peters and myself then went below, leaving Augustus to watch upon deck, where he took his station just where Allen had been placed, and with his back to the cabin companionway, so that, if any of the mates gang should come up, he might suppose it was the watch.

As soon as I got below I commenced disguising myself so as to represent the corpse of Rogers. The shirt which we had taken from the body aided us very much, for it was of singular form and character, and easily recognizable- a kind of smock, which the deceased wore over his other clothing. It was a blue stockinett, with large white stripes running across. Having put this on, I proceeded to equip myself with a false stomach, in imitation of the horrible deformity of the swollen corpse. This was soon effected by means of stuffing with some bedclothes. I then gave the same appearance to my hands by drawing on a pair of white woollen mittens, and filling them in with any kind of rags that offered themselves. Peters then arranged my face, first rubbing it well over with white chalk, and afterward blotching it with blood, which he took from a cut in his finger. The streak across the eye was not

forgotten and presented a most shocking appearance.



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