

instant, and the extreme violence with which it was accompanied, render it necessary that I should acquaint you with the circumstances as they affected this vessel, and that I should lay before you the conduct of Lieutenant Cleaveland and Mr. Charlewood, to whose united exertions and skill, supported by the active exertions of a most willing crew, added to the great power of the engines with which this vessel is propelled, her safety is to be attributed.

Scarcely had we cast off from the bank, when, at mid-day on Saturday last, we, in company with the Tigris, had stopped to take in wood, when a dense cloud of dust was seen to rise high into the air, on the right bank. For some minutes it was doubtful whether it would not pass off to our right, but soon it was apparent that it would be otherwise. Preparation was made to meet the squall by furling the awnings, &c. As soon as the Tigris, which was leading, as usual, had cleared a reef of rocks, at this season far under water, she made a signal to choose a berth, and make fast. Hardly was the signal answered, when the gale began. The Tigris was rounding to to bring up to the left bank; the Euphrates followed; but, as we neared the bank, I saw that the Tigris could not stem the gale and current. She had failed to make the bank, and now was falling off with her head outwards. The Euphrates was compelled to back her paddles to give room. Our operation, as you will at once see, was full of danger; for it could scarcely be expected that she would afterwards be able to gather way upon herself against the violence of the elements and current. However, the Tigris having passed across our bows, we worked the engines with all power. The vessel took the bank with some violence, but did not recoil off. Instantly, Mr. Charlewood was ashore, followed by many men, bearing a hawser and light anchor. Within a few seconds a second anchor and chain cable had been got ashore, and these were followed rapidly by a second chain cable and anchor. Lieutenant Cleaveland kept the engines working the whole time; notwithstanding which, and the anchors and cables fixed ashore, the vessel still drove. However, the gale was soon over, and the vessel was safe.

The density of the cloud of dust excluded from my view the Tigris from the moment she crossed our bows; Mr. FitzJames, in the midst of the storm, reported to me, first that she was upset, and then that she had gone down. As soon, therefore, as our own danger had ceased, and that the

Euphrates was secured, I sent off a party ashore, under Lieutenant Murphy, to render what assistance he might be able, to the crew of our consort, whilst Mr. Charlewood pressed me to allow him to go by boat, this I did as soon as it was safe.

Of the remainder of this melancholy tale, of the total loss of the Tigris, and the few who escaped to find a shelter on board the Euphrates, you are yourself well acquainted.

I have only to repeat, that to Lieutenant Cleaveland and Mr. Charlewood, and indeed to the whole crew of the Euphrates, the highest praise is due.

I have the honour to be, &c.

(Signed) J. W. BUCKNALL ESTCOURT,
Capt. 43d. Lt. Inf.

Colonel Chesney.

*On board the Euphrates Steamer, off
Anna, May 26, 1836.*

*Return of Officers and Men belonging to the
Euphrates Expedition, who were lost on the River
Euphrates, near Wordie, by the sinking of the
Tigris Steamer, during a violent Hurricane on the
21st instant.*

R. B. Lynch, lieutenant, 26th regiment Bengal
native infantry; passenger.

Robert Cockburn, lieutenant, royal regiment of ar-
tillery.

Eusoff Sader, interpreter.

John Struthers, engineer.

Richard Clark, acting serjeant.

Thomas Jones, gunner, royal regiment of artillery.

Robert Turner, ditto, ditto.

James Moore, ditto, ditto.

James Hay, ditto, ditto.

Archibald McDonald, private, royal sappers and
miners.

Benjamin Gibson, seaman.

John Hunter, ditto.

Thomas Booth, ditto.

Thomas Batty, ditto.

George Liddel, ditto.

Aboo, native.

Wasoo, ditto.

Jacob John, ditto.

Manneh, ditto.

Pedros, ditto.

H. BLOSSE LYNCH, Lt. I. N.