

Below is a letter from Captain William Eastfield of the Admiral Gardner to his superiors of his accounts following the shipwreck.

**Captain William Eastfield to William Ramsey,
Esq., India House**

Deal, 26th January 1809

Sir, It is with extreme regret that I have to confirm the intelligence of the Honourable Company's Agent here, as to the loss of the Admiral Gardner on the Goodwin Sands, yesterday morning; the painful circumstances attending which I here beg leave to state.

We sailed out of the Downs on the 24th, with the Carnatic and the Britannia, the wind from the eastward. On getting a little to the westward of the South Foreland, the wind drew to the south-east, and about dusk fell calm: it being flood tide, let go the anchor in fourteen fathom water. At 7pm, while giving the ship cable, the wind sprung up from the west-north-west. The people were sent up to hand sails immediately, but the wind increasing violently, they could not effect it. The people continued on the yard until 10pm: the pilot then feeling the lead, called out the anchor was coming home; the people were consequently called off the yards to give the ship cable, and when I was below seeing a little more service clapped on, a little before eleven I heard the pilot exclaim "cut away the sheet, the ship's on shore."

On coming upon deck, I inquired of the pilot what water we had, and he said five fathoms: I observed it was odd that he had not struck before, but repeated his orders to cut the sheet away, under the idea that the depth of water was true; and thinking it impossible to save the ship any other way, as I was aware, if it was so, that we were near the edge of the Goodwin.

The weather had come on so thick, with rain, that we had not seen the lights of the South Foreland since the wind came from the westward. The pilot went forward to see the sheet cut away, and in assisting to do it unfortunately had two of his fingers cut off, after which we was obliged to be laid on his bed, and was immediately delirious. I immediately took a cast of the lead myself, and found to my astonishment fourteen fathoms water. The ship brought ups, and we endeavoured again to hand the sails, which was partly accomplished. I intended, as the tide made to windward, to cut and put her head to the northward, but was induced to hold on as long as I could, to get in the remaining sail and clear away the spare anchor (having lost the best bower in the Gulls the preceding night) and we were employed bending the cable and clearing the anchor, when we first brought up; but from the people being called off, and all employed on other duties, we had not completed it.

The Goodwins, Jan. 24, 1809 ... Also the loss of the Russian ship St. Peter, etc - Ship ADMIRAL GARDNER

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Admiral Gardner and Britannia,
Two Outward Bound East Indiamen,
AND THE BRIG,
A P O L L O.

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"It is with much concern that I inform you that the Admiral Gardner and Britannia, East India ships, outward bound, in bearing up for the Downs, early this morning, in the tremendous gale, got on shore on the South Sand Head, and it is much feared that both of them will be lost. Of the crews nothing certain is known here; but report says that the whole of one of them are lost, and the crew of the other is to be seen on the mast, but owing to the heavy sea, the Deal boats could not go alongside to rescue them.---Five, P.M. One of our boatmen is just come down from the South Foreland, and he says that at 3 o'clock he saw some boats go alongside the ship where the men were seen, and bring them off; but he could see no men on board the other ship, which was nearly under water. Wind N. and now moderate.

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incorrectness in this statement, and remain,
Sir,
Your most obedient servant
W Eastfield

[Source: British Library Oriental & India Collection]

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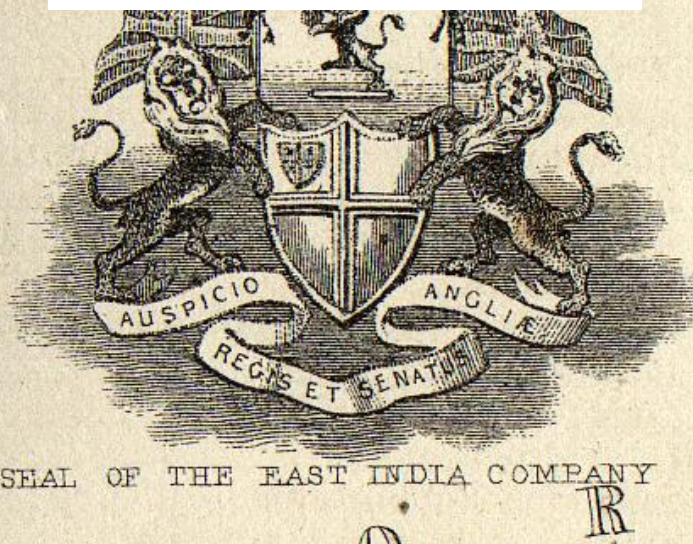
THE LOSS OF THE

"Last night and this morning it blew a very heavy gale, from S.W. to W.N.W. and day-light presented to our view a most distressing scene; three vessels on the Goodwin Sands, with only their fore-masts standing, and a very heavy surf breaking over them. Vice-Admiral Campbell sent two gun-brigs and a cutter to anchor as near as possible, to render them every assistance in their power. The vessels are a large brig, the Admiral Gardner and the Britannia, outward bound East Indiamen, the crews of which it is feared are lost. Great credit is due to the boatmen of this place, Broadstairs, and Ramsgate for their exertions, in endeavouring to save the lives of their crews; they succeeded in getting to the Indiamen, and some of them are now (4, P.M.) coming on shore with part of the crews, both of which are said to be saved, except seven of the Britannia's, and three of the Admiral Gardner's men; some of the cargoes may probably be saved, but the vessels must inevitably be lost."

Much anxiety was entertained in consequence of this imperfect information, which was considerably increased the next day by the following account:

"The Britannia and Admiral Gardner remain in the same situation as yesterday. The brig that was on the Goodwin Sands, is the Apollo, Captain Reddall, from London to Coracoa. She drove on the Sand early yesterday morning. At 10, A.M. the Captain and ten men took to the long-boat, which soon after upset, and all perished. One man refused to venture in the boat, and remained in the rigging in that perilous situation till ten this morning, when he was taken from the wreck, and brought on shore by some of the Deal boats, and is in a fair way of recovery."

The Admiral Gardner was not insured, the Britannia, we understand, for about 7,000*l*. They both had on board a very valuable cargo, particularly the latter, which, with the loss of the vessel was estimated at 100,000*l*. The total loss of both



TREASURE COINS FINALLY FOUND.

The treasure was found in 1984 accidentally by passing fisherman. Unfortunately, there was much more than what could be salvaged, but recovered some including a sealed barrel containing around 28,000 pieces. This East India Company "10-cash" coin is one of them.

About this "10 Cash" Coin:

*This "10-cash" coin bears the East India Company's iconic logo on the obverse and the denomination on the reverse.

*Struck in Birmingham, England.

*Was one of the first in the world to be minted by the steam-powered coin press

*It spent 175 years under the sea.

Specifications: High grade examples average: 4.6 grams; 25.6 mm diameter. Lower grade coins will vary.