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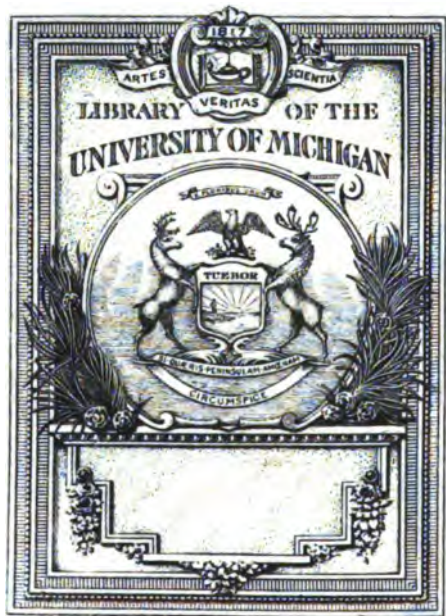
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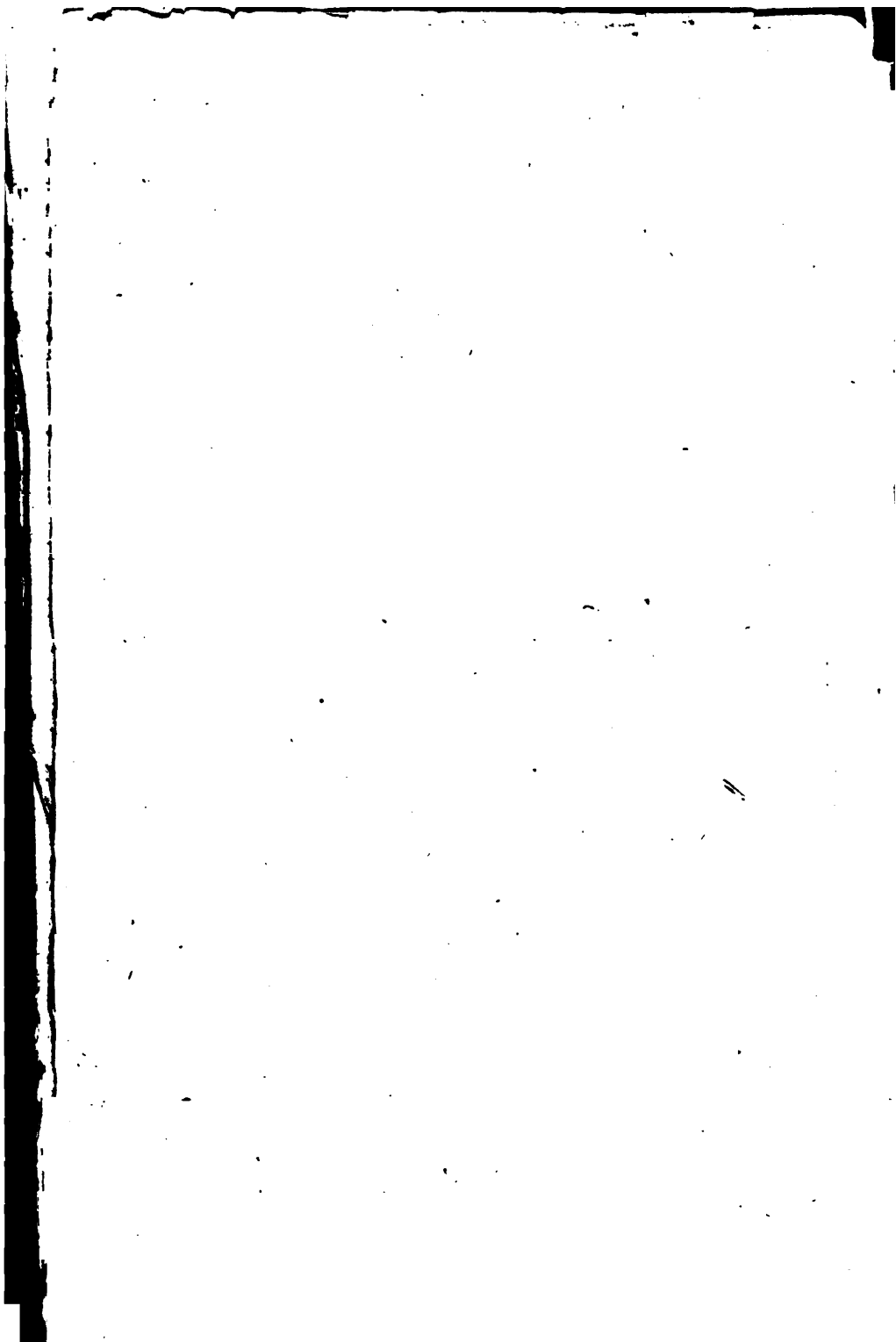


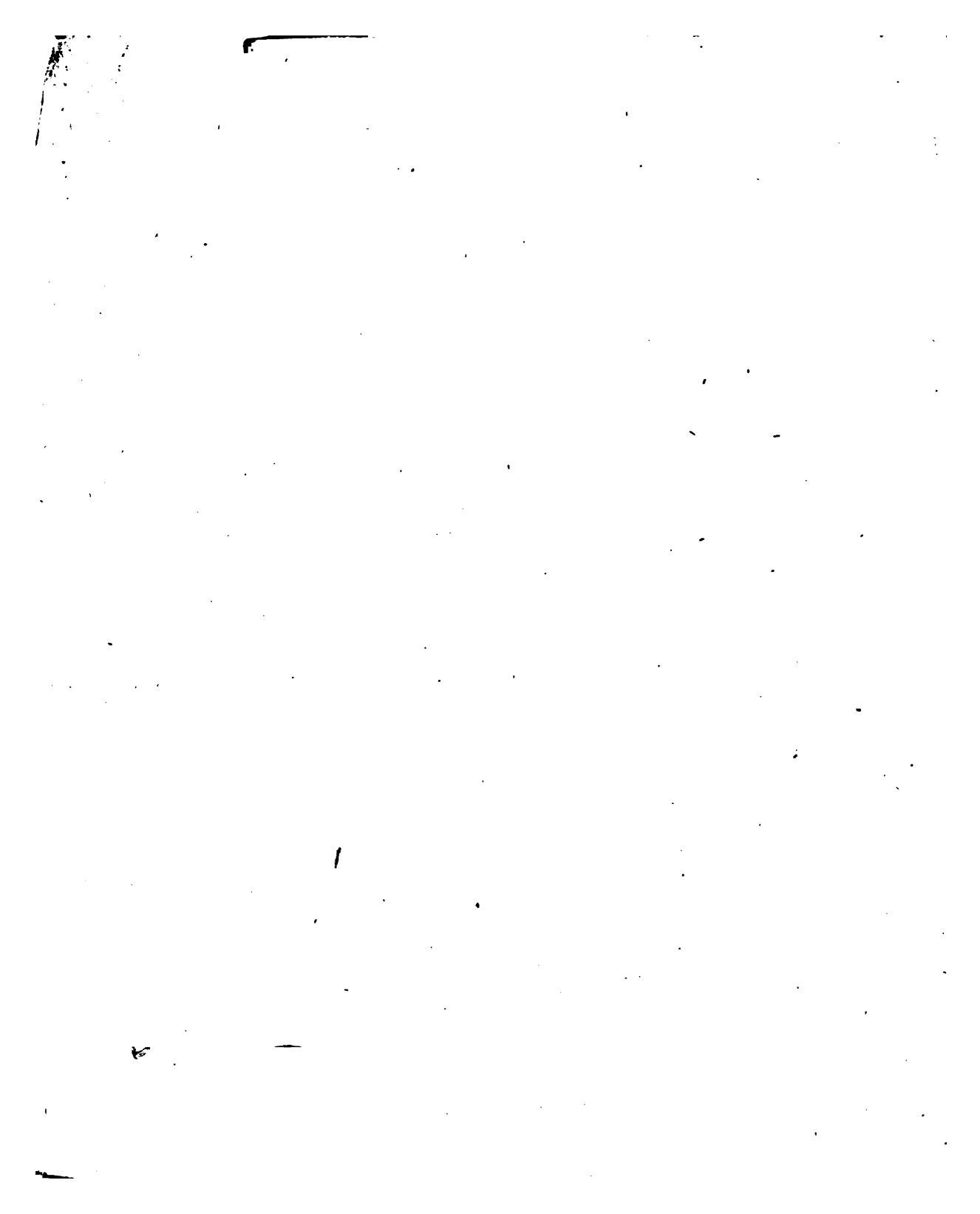
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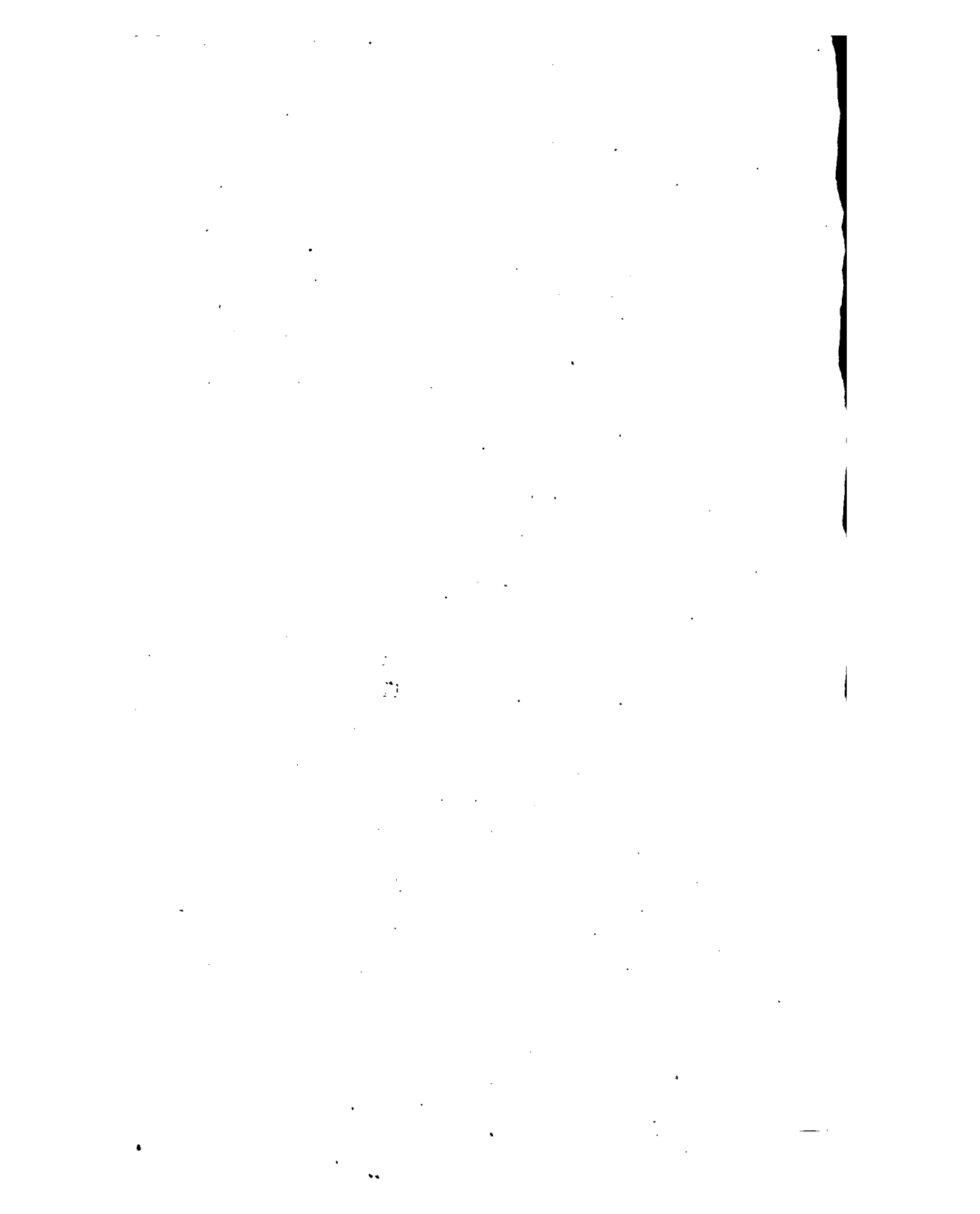
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SIR GEORGE 'ROOKE,

*From an Original Drawing the Property of Vice Admiral*

London, Pub. Nov. 1. 1798. by R. Faulder Bond St



# BIOGRAPHIA NAVALIS;

OR,

*IMPARTIAL MEMOIRS*

OF THE

LIVES AND CHARACTERS

OF

OFFICERS OF THE NAVY OF GREAT BRITAIN,

*FROM THE YEAR 1660 TO THE PRESENT TIME;*

DRAWN FROM THE MOST AUTHENTIC SOURCES, AND DISPOSED IN A  
CHRONOLOGICAL ARRANGEMENT,

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By JOHN CHARNOCK, Esq.

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WITH PORTRAITS, AND OTHER ENGRAVINGS,

By BARTOLOZZI, &c.

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Nautæque, per omne  
Audaces mare qui currunt, hæc mente laborem  
Sefe ferre, fenes ut in otia tuta recedant.

HORACE, Sat. 1. Lib. 1.

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IN FOUR VOLUMES.

VOL. I.

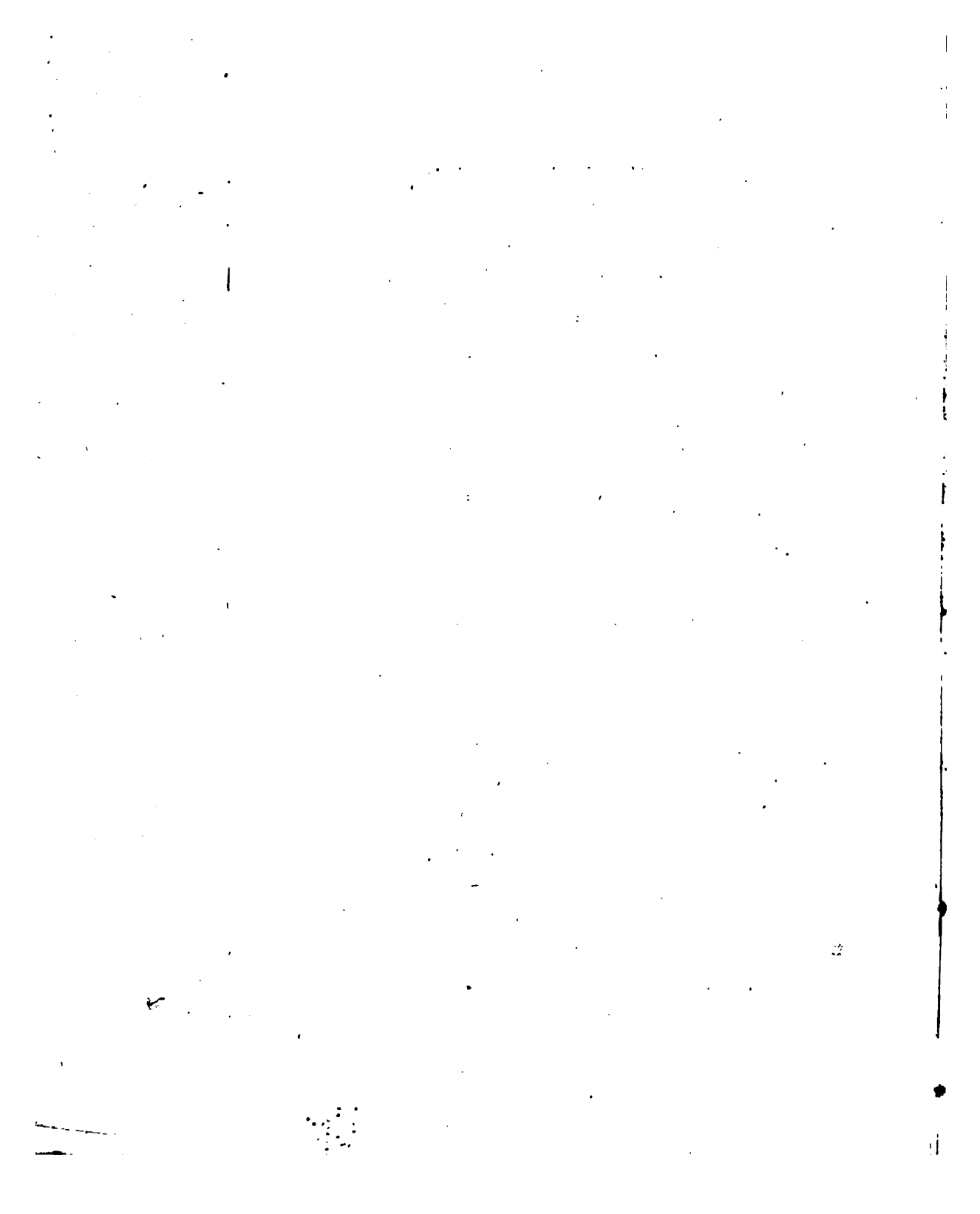
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LONDON:

PRINTED FOR R. FAULDER, BOND-STREET.

1794.



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TO

**PHILIP STEPHENS, Esq.**

SECRETARY TO THE ADMIRALTY,

REPRESENTATIVE IN PARLIAMENT FOR THE

TOWN AND PORT OF SANDWICH,

AND

FELLOW OF THE ROYAL SOCIETY.

SIR,

THE protection and patronage with which you have been pleased to honour the following fleets, are too valuable, too flattering to myself, to be concealed from the world; were you less known and esteemed than you are, I might proceed to recapitulate those more serious obligations which bind me, in common with the rest of my countrymen, to respect and admire your character.

But the general notoriety, Sir, of your public services makes such a detail unnecessary from any individual, while the uniform

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testimony

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testimony which men of all ranks and all parties have born to your abilities and integrity, would render the smallest attempt at a competent applause, from so humble a pen as mine, fulsome to the public and troublesome to yourself.

I have the honor to be,

SIR,

your most obedient

and most humble servant,

LONDON,  
Sept. 29, 1794.

JOHN CHARNOCK.

PRE-



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## PREFACE.

**T**HAT particular influence which frequently sways the human mind, and has been, in modern times, generally distinguished by the well-known phrase, popular opinion, has, probably, proved a greater impediment to historical truth than even that venerable scepticism which attends antiquity, and involves, *in so pleasing a doubt and obscurity*, the events of ages long since past.

The birth and nurture of this monster in literature has so roused and encouraged the labours both of calumny and panegyric, that it is a matter of some difficulty to decide which has been the most ingenious, spirited and indefatigable. The more exalted the rank, and meritorious the service of any particular personage, the greater extent does he furnish for those lists in which the tournament is to be held for the establishment or destruction of his posthumous reputation.

The event of this contest might be expected to produce truth, but this is not invariably the case; and it has become a very grievous task to supersede those decrees which, however unjust they may be, the authors of them endeavour to propagate as fixt and immutable, at the same time they wish to impress the idea, and, indeed, universal belief of their candour and propriety.

It probably would be, in some respects, a wise and wholesome act of literary legislature, were it expressly to forbid, under pain of being everlastingly consigned to moths and book-worms, any promulgation of opinion as to individual merits or delinquency, till time had mellowed the asperity of prejudice, as well as cooled the warmth of partiality and private friendship; for it is a certain and serious truth, that among the worst means of attaining a true knowledge of a man's character, are the accounts written of him during his life, or soon after his decease. On the other hand, to the risk of asserting what never existed, by placing an implicit confidence in reports or opinions which time has established as truths, we may add the danger of omitting many important facts which really did happen. These are perpetually occurring, and presenting themselves to us in those inmost recesses of private life which biography delights so much in exploring; so that it may, with tolerable propriety, be compared to a painting on which fresh touches are daily bestowed, as they appear necessary to the connoisseur, or strike the fancy of the artist, who scarcely ever knows how to say, with satisfaction to himself, that his labours are fully completed.

After this short apology for any omissions or inaccuracies that may be discovered in the course of the following sheets, it is necessary to acquaint the reader with some peculiar difficulties under which this work labours, in order to rescue its author from an imputation of neglect, which, without a knowledge of those circumstances, he might, perhaps, be charged with.

Among those who have attained the rank of naval commanders since the restoration, the period

period when our history commences, there are many of whom it has been utterly impossible to collect any particulars or account, except a mere list of their several appointments and promotions; nor will this be wondered at by the reader, when he is informed that, in the twenty-eight years which intervened between the restoration and revolution, we find a greater number of persons acting as commanders in the navy, than in the sixty years that followed the abdication of James the Second.

This circumstance which, till explained, may appear singular to some, is easily accounted for. Every person intrusted with the command of a vessel, however small and insignificant it might be, immediately ranked as a commander or captain; and there does not appear to have been any material distinction previous to the revolution between the captain of a first rate and the most inconsiderable sloop in the royal navy. There was not, at this time, any fixed establishment of rank, so that we have frequent instances of commanders who, after having acted as admirals with the highest reputation, returned, without disgrace, to the rank of private captains; and of captains, who having served many years in that station, did not think it at all derogatory to their characters to become again lieutenants.

Promotions and alterations of command were, at that time, when compared with the present usage, almost incredibly rapid, so that those commissions which have, in a variety of instances, entitled persons to a place in the following very honourable list, have, perhaps, been enjoyed for a few days only. Every officer who was appointed what is now denominated "*acting*," or, to speak intelligibly to persons not acquainted

with the technical terms of the service, a temporary commander, as is still frequently the case, particularly after an action, is given as an actual captain; and it has not been possible to discriminate one from the other previous to the revolution.

Anecdotes of the public service of officers cannot be expected in time of profound peace. This is another circumstance that abridges the lives of a multitude to the simple enumeration and recital of their several commands, all which would have been inserted merely as notes had it been possible to have done it uniformly, without the greatest inconvenience and interruption to the lives of those, whose good fortune, length of service, and gallantry has enabled us to render the account of them more interesting.

As it is not the fortune of every man to have that opportunity of distinguishing himself, which is necessary to the acquisition of high renown, there have been several commanders who have attained the most elevated rank in the service, and with the greatest intrinsic honour, without acquiring that fame which has indelibly established the characters of others; yet are these men not a tittle less entitled to the thanks and applause of their countrymen. But, as in civil life, honour and troops of friends usually attend prosperity, while those who experience the frowns of fortune almost as generally live neglected and die unlamented and disregarded, so have historians and biographers been lavish of their praises of those who, in the public picture, stand forwardest of the group, while they are almost totally silent about the rest, whom chance only has, indeed, thrown into the back ground, perhaps with  
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equal merit, though with less advantages than the most prominent and distinguishable.

Let not this remark be understood as the smallest depreciation of those truly valuable characters which all persons are acquainted with, because general and deserved applause has placed them high in the public notice, but as an humble reproof to that ingratitude which has disregarded those, who have the merit of producing to us the most rigid, and unremitting attention to the duties of their station, and whose prudence, and general conduct calumny itself has never dared to arraign.

This partiality has, however, proved a grand inconvenience and impediment to the arrangement of a complete and proper system of naval biography. The lives of some are unavoidably extended, though not to a greater length than their merits really deserve. This also may tend to throw their less celebrated cotemporaries into obscurity, and induce, from the unavoidable shortness of their memoirs, the paltry reflection, that little must have been the merit of that man of whom so little is known. This inconvenience relates principally indeed, to those who lived at the period most remote from the present, and which gradually diminishes as they progressively advance to the present time.

To supply such deficiency as far as may be, to rescue the characters of an incredible number of brave men from a state almost of oblivion, and to expose also those shameful attacks of particular party writers, whose defamation and calumny have, in some instances, hitherto proved too successful in the world, is the humble intention of the following work. As its credit must rest merely on its authenticity, while truth is preserved, there can be little room for censure; and  
still

still less do we expect praise, on any other ground than that of industry. The facts contained in it have been selected, with much care, from the best histories and accounts that have hitherto been published; and where these, as has been too frequently the case, have proved insufficient, the deficiency has been supplied, with all possible assiduity, from the public repositories and records, and the numerous manuscripts of private families who have, from time to time, been connected with the navy.

It is on this occasion necessary that the public should be informed, to whom they are principally indebted for such information and amusement as, it is hoped, they may derive from the perusal of the following pages. Without this assistance it would have been impossible to have extended the memoirs, in any considerable degree, farther than the general notice which has already been taken, by historians, of certain great characters, amounting, to speak numerically, to about thirty in the whole.

The British Museum, and the College of Arms, claim, as public bodies, our first thanks; the former, as a repository to which the munificence and liberality of the nation affords admittance to us in common with the rest of our fellow-citizens, and the latter, to which we owe our admission to the private friendship and politeness of its individual members.

Our acknowledgements are next due to William Locker, Esq. lieutenant-governor of Greenwich hospital, who, by an indefatigable attention to the study of naval biography for many years, has collected from authentic documents, or private information not less respectable, the major part of those anecdotes which are here arranged collectively.

## PREFACE.

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lectively. We need only say of them, that they relate not only to the public conduct, but the private history also of the principal number of those characters who have contributed, under different sovereigns, to defend and aggrandize their native country. We have also particular obligations to Edmund Lodge, Esq. Lancaster herald, for the very great politeness with which he has assisted our researches among the valuable archives of his society.

On the proper arrangement of these materials the public will have to decide; and as we are not conscious of any possible endeavour having been spared in collecting, or attention in digesting them, we shall submit, with patience, to the candour and sentence of the critic, thinking the labour amply repaid, if a single person only shall be rescued from oblivion, or saved from the envious attacks of malice and detraction.

INTRO-





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## INTRODUCTION.

**T**HERE is a certain predilection for particular pursuits which appears implanted, by Providence, in our natures, to distinguish nations from each other. This predilection seems, in some instances, the effect of whim and caprice, in others of unavoidable necessity. That particular system of defence which all societies or bodies of people have been compelled to adopt for their protection against the attacks of their restless and more powerful neighbours, is intimately connected with the pursuits alluded to.

The rude uncultivated face of ancient Scythia, incapable, perhaps, of being fertilized by culture, first induced that wandering habit which distinguished its inhabitants from those of any other part of the world, and custom has converted it into a second nature in their modern descendants, the Tartars. Their military force has, ever since their establishment as a nation, been strictly conformable to their civil polity, and that mode of life, the necessity just mentioned compelled them to adopt. Consisting entirely of cavalry, and inured to constant fatigue, the motions of their armies are incredibly rapid, and they traverse, with the utmost ease, those deserts which, to a people less alert than themselves, would be utterly impassable.

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The liberty they now enjoy, and the success with which they have defended it for such a series of ages against the jealousy and the attacks of the most powerful empires in the universe, added to that terror which the very apprehension of their inroads has, at different times, created in those empires themselves, all contribute to prove the wisdom of that policy which first suggested the measure, and has preserved them in all the national happiness they are capable of enjoying, by preventing a servile compliance with those more improved systems of war and discipline which have been constantly advancing in, what are called, the more civilized nations.

The heavy infantry of the Germans was no less politically adapted to the face of their country and the forests and morasses with which it abounded. The progressive civilization and culture which have, in latter days, induced the more enlarged use of cavalry, and troops somewhat lighter armed, is an additional proof how soon national prejudice, and attachment to ancient customs, will give way to true policy and prudence.

Political or ambitious reasons may, indeed, at some particular period, persuade nations to forget, as it were in spite of themselves, that system of defence which custom and prudence have, in earlier times, induced them to adopt; so that military establishments have suddenly been converted into a navy: and states, almost unknown in the maritime world, have covered the ocean with their fleets, as it were by enchantment. On the other hand, states, which first raised themselves into consequence by attention to their marine, have since appeared to have ungratefully forgotten the means by which they rose, and  
dwind-

dwindling almost into their original obscurity, endeavour to maintain a shattered political existence by a violence to prudence, policy and second nature.

There are three national objects which render essentially necessary the maintenance of a proper naval power to support them—commerce, colonial territory, and the actual defence of the state itself. The first originating in the genius of the people, the second probably in accident, and the last derived from local situation. To enable us to conceive, with greater clearness, how each of these are more immediately connected with the existence of a naval power, it will be proper to take a short review of the origin and progress of the different maritime states of Europe; and we shall thence be able to judge, in what instance the first establishment of such a power has separately arisen from the necessities of the state, the inclination of the people; the fickleness or ambition of the prince.

When that part of Europe, at present known by the name of the United Provinces, first severed itself from the dominion of Spain to which it had been long subject, its insignificance, in point of territorial extent, rendered it necessary for the people to turn their thoughts to some pursuit which might raise them into consequence and respect. Their numbers, and their situation, were insuperable objections to their ever being able to accomplish more, as a military state, than their own defence from the attacks of the various potentates who surrounded them. The same objection operated against extensive colonization. Commerce, the only alternative left them, was rendered, by the luxury and different pursuits of other nations, the most certain road to independ-

ance, as well as to the power of maintaining it. Intimately as the two objects must ever be connected with each other, more particularly in all infant governments, it cannot be a matter of surprise that the navy of their state grew in the same proportion with that of their merchants, till, by unwearied assiduity, they exhibited to the world the phænomenon of a people emerging suddenly, as it were from the deep, and assuming a wonderful consequence in the political balance of Europe.

The novelty of the sight drew upon them a variety of contests, which, ending to their advantage, tended to strengthen and augment their power, till their enemies, weary of fruitless warfare, were content, at last, to receive, as friends, those whom they found themselves incapable of subjecting to the condition of their slaves.

To this necessity was Louis the Fourteenth reduced, after the expenditure of several millions of his treasure, and the lives of many thousands of his subjects. The naval power of France, which was first raised into consequence under the auspices of that monarch, originated merely in his own ambitious projects. Europe with astonishment beheld a great and powerful people, who had, till then, contemned every pursuit but military glory, transforming themselves, in spite of their natural inclination, into seamen, merely to please the fancy, and gratify the pride of their sovereign. Nothing is impossible to wealth and assiduity. France quickly raised herself from the utmost obscurity as a naval potentate, so that, at the end of twenty years, she felt herself in a condition to brave the attacks of the two greatest maritime states in the universe, England, and the United Provinces.

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The cause which first gave birth to this capricious alteration in their national system of defence has been already stated; and the very inadequate advantages the French have derived from it, in proportion to the expence of treasure they have expended, as well as other inconveniences in which this pursuit has, at different periods, involved them, sufficiently prove the impolicy of the change.

Their local situation demanded it not: their eminence and power, as a great and warlike nation, sufficiently secured them from every restless attack meditated either by the Spaniards or the Germans, the only two countries with which a quarrel could arise, except on such grounds as must be either ridiculous or wicked. Colonies they had none; or, considering them at the highest, they were of too little consequence to render the equipment of a marine, on their account, necessary or prudent. Louis had unhappily framed, in his mind, a visionary system of conquest which was to be effected, if possible, and rather than not so, by the worst means. But his romantic scheme of aggrandization, founded on false principles of glory, experienced the fate which rarely fails to attend ambitious vanity.

Treacherous even to those allies for whose aid the fleet was pretended to be first raised, it fell into disrepute; and soon afterwards, when principal in its own quarrel, almost into contempt. Defeated squadrons were compelled to seek safety in their harbours; and sometimes to impose, when attacked even by an inferior force, a voluntary destruction on themselves, rather than oppose the enemy they feared. It has lately been remarked, by a very ingenious writer, that the fate, both of empires and of war, has ceased to be de-

aided by naval contests ever since the battle of Actium. This observation was probably founded on the little effect produced by the dreadful conflicts during the wars between the two rival nations, England and Holland. It is perfectly just with regard to the greater maritime powers: their attention, ever directed to that grand object, soon renders them capable of repairing misfortune by assiduity, and enables them again to face their foes almost before the first extacies of triumph have subsided in the victors.

With France it has always been otherwise: when once discomfited she has, in sullen silence, brooded over her defeat, while the triumphant foe insulted her very harbours. After the destruction of his ships at La Hogue, the king of France, though with indefatigable pains he had reinforced his fleet by the speedy construction of several vessels of the first class, quietly suffered his ports to be bombarded, rather than attempt to deliver them from impending ruin by a second action. The victory at Malaga, in the succeeding war, closed all the grand marine operations for the remainder of that contest, the future exploits of France being committed to petty squadrons, and confined to attacks on convoys. The memorable defeat she sustained at Belleisle is too recent to render a recital of its consequences necessary. The little advantage derived by the French nation from its marine appears as a punishment, inflicted by Providence, for the frequent wanton disturbance of the tranquillity of Europe. Since after all the immense treasure that has been, in the course of the last century, lavished on this mode of defence, unnatural to the country and the genius of its inhabitants, it may fairly be asserted, it has gained

gained no dominion, it has acquired no augmentation of commerce, nor additional security to the country itself. In short, the fleet of France has never appeared as any thing but a mischievous bauble in the hands of its monarch, incapable of being converted to any other use than the torment and disturbance of neighbouring states.

No country in Europe has, perhaps, experienced greater vicissitudes of consequence and obscurity in the maritime world than Spain: at one time the apparent arbiter of the fate of nations; at another, unequal to a contest with the most petty state in it. The discovery of America laid open to her a mine of wealth, which, as it excited the envy, of course subjected her to the assaults of every country able and bold enough to contend with her. The prospect of plunder induced attack which seldom needs a better excuse than the hopes of advantage.

To preserve a treasure originally acquired by, perhaps, not the most honourable means in the world, it became necessary to establish a force capable of protecting it; and it quickly rose to an height capable, had it been properly conducted, of contending with the united naval strength of all the rest of the world. This armament \* being ruined, Spain abandoned all her visionary ideas of conquest, and contented herself with defending, and with indifferent success, those fleets of treasure she annually received from her new acquisition.

The feuds and animosities, as well as internal civil commotions, which were perpetually breaking out between those nations, whose naval power would otherwise have enabled them to commit

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\* The Armada.

depredations on them, lulled the Spaniards into a security and neglect, which might have proved fatal to them. In the year 1694, when Ruffel was sent into the Mediterranean to assist the Spaniards, and raise the siege of Barcelona, their navy consisted of ten ships only; four of these were of the line of battle, the rest were of small force, and so rotten that they would scarcely endure the firing of their own guns. But the ill consequences that might have arisen from this torpidity were prevented by the claim of the duke of Anjou to their throne, which attracted the support of that formidable navy which Lewis the Fourteenth had so indefatigably laboured to raise.

Singular and paradoxical as it may appear, this dispute, which involved Spain at one and the same time in a war both foreign and domestic, (misfortunes that generally tend to weaken and impoverish, if not utterly ruin a nation) proved, in the end, the resuscitation of its power. Roused from its lethargy, the government, as soon as peace was re-established, applied itself earnestly to the revival of a naval force, a force which, if it has been incompetent to procure victory and conquest, has, at least, had the negative success of placing the country in a tolerable state of security from any sudden attack or depredation on its commerce. This, which is the only real benefit Spain can ever hope to reap from her navy, is a very sufficient, prudential, and political reason, why it should never be enlarged beyond its present extent. The face of the country, extremely adverse to hostile attack or impression, sufficiently secures it from foreign invasion. — Of this truth England has, alas! purchased her experience in the early part of this century,



century, although, at that time, established mistress of the seas; and Spain not possessed of any naval force to oppose her. In addition to these circumstances, so favourable to conquest, England had also the support of a very powerful internal party, to which was added a very formidable and well-disciplined body of her own veteran troops, and yet she failed.

The distance of those colonies on which Spain places her chief dependance, and whose value might be expected to attract the avarice of other nations; has ever, hitherto, proved a sufficient security to them. But the certain protection from permanent conquest must ever depend on the internal resources of those colonies themselves, which are so far distant. The united maritime power which Europe, at this instant, possesses, would not be sufficient to guard possessions, so dispersed and extensive, from the possibility of insult or attack, by nations whose territories are more compact, and whose strength should even be inferior to them: but from all those, on a more enlarged scale, destined for the absolute reduction of the country, Spain may, probably, rest secure; as the profit of the fullest success would scarcely defray the expence of attack, and atone for the difficulty and risk of attempting to hold, by the mere right of conquest, a country of greater extent than most European nations.

The convoy of her treasure being the only grand object that should attract the attention of Spain, when this is provided for, no other political consideration ought to excite in her any alarm, or betray her into any expence. All attempts to acquire greater consequence, as a maritime state,

have hitherto proved unsuccessful, as they are opposed by the natural bent and genius of the people as well as the situation of the country they inhabit.

The insignificance of Portugal, which obliges her to depend on the alliance of a foreign power for her protection, renders it unnecessary to make any remark on the necessity of her maintaining, or the folly of her disregarding a naval consequence. This, however, not always having been her situation, it will not, perhaps, be impertinent to observe that we may trace in the fate of this nation the datum we first wished to establish. "That those, on whom maritime power is not bestowed by nature, may, indeed, for a short period, dazzle and amaze the world by a transient view which vanishes almost with the first glimpse, but cannot impress mankind with an idea of their real greatness. One resembles the regular and splendid carriage of the personage of real distinction and fortune, the other that of the proud upstart, whose fall is ridiculed before even his elevation, and temporary magnificence is generally known."

Those who are unacquainted with the history of Europe during the fifteenth, and part of the sixteenth centuries, certainly will be astonished to learn, that, during that period, the consequence of the Portuguese, as a naval power, eclipsed that of every state in Europe, Spain excepted. Du Perrier gives the following honourable account of their discoveries, and of the celebrated decision of Pope Alexander the Sixth, of a dispute between Portugal and her sister kingdom, Spain, relative to the maritime right of each.

"John,

“ John, king of Portugal, predecessor to the Emanuels, then reigned, and caused the first discoveries to be made in the ocean, wherefore the Portuguese thought themselves privileged to forbid the commerce of any other nations with those countries newly discovered. After long contests both parties agreed to submit the dispute to the decision of Pope Alexander the Sixth, each promising to remain in peace till such time as judgement was passed. The Pope, to decide this grand quarrel, published a brief, by which he divided the world into two halves, drawing a line which passed over the islands of Cape de Verde, and from thence, proceeding for the space of 360 leagues westward, penetrated the terra firma of America, a little distant from the river Maragnon, which was to be considered the boundary of the two rival powers, that is to say, that the Portuguese should have, for their share, *all that was comprised within 180 degrees of longitude advancing to the east*, and the Spaniards as many towards the west.”

Such was the ease and impartiality with which his holiness partitioned out the world, and such the implicit obedience paid to his decree by these two powerful states, that they both declared themselves perfectly satisfied with the decision!

Of the northern powers of Europe it is needless to say much. Sweden, Russia, and Denmark, form, as it were, a species of state society independent of the rest of the world; their commerce, which consists principally of raw commodities the produce of their countries, and which are common to all three, might be expected to have been the source of more frequent differences than really have taken place between them. Their situation with respect to other maritime powers renders any dispute with

that what is properly called the dominion of the sea, of right belongs to Britain, is by taking care that she shall always continue competent to the assertion and maintenance of it. With those which are called rival nations there never will be any argument so forcible as the intrepidity of British seamen, and the mouths of their cannon.

As almost every country then has, by custom or prejudice, acquired a habit of carrying on war peculiar to itself, the excellence in that mode which they individually acquire, in consequence of this separate usage and pursuit, is by no means wonderful or extraordinary: and it would be as absurd to expect an Hessian or an Hungarian should be an expert mariner, as to expect a British seaman should render excellent service as a light dragoon or an hussar.

The commerce of Britain having, through industry and indefatigable attention, attained an height capable of attracting the envy, at least, of foreign countries, no means ought to be left unattempted to cherish and preserve it; for though it may be a doubt among sceptics, and speculative reasoners, whether it be in reality a benefit or disadvantage to a country, or colony, newly erected, no person can be hardy enough to dispute the benefit it affords to a country with which it has progressively risen, and to whose existence it has in a great measure become absolutely essential.

The wars in which Britain has been involved for the last fifty years, having been all primarily or secondarily connected with this cause, it is therefore become the duty of the present and every succeeding generation, to prevent even the risk of insult, which may probably be prevented by timely precaution, and vigorous preparation.

When

When we compare the lassitude and inattention of antiquity with the care and vigour which has characterised the management of the naval empire of Britain for the last century and half, we scarcely know how sufficiently to applaud the prudence and political wisdom which first gave material energy to this system. It is a trite observation, that Providence frequently produces the greatest benefits by the basest and worst means; so has it in the present case. From the time of the defeat of the Spanish Armada in the year 1588, the naval power of Britain slumbered in inactivity, till roused suddenly from its torpid state, it burst with splendor the more dazzling, because unexpected, under the auspices of that faction which, led by Cromwell, put one king to death, and drove another into exile.

Treason and rebellion may sully bravery, and tarnish the most glorious actions; but there still remains behind a degree of applause which even royalty cannot withhold from them. Cromwell, whose hypocrisy, aided by his intrepidity and ability, had enabled him to usurp the power of a king, appeared willing to make the nation he had injured every compensation in his power for the violence done to it, by raising it to a political consequence, to which it had been, till that time, a stranger. The navy of Britain carried terror and conquest with it wherever it came; and the fame of its exploits overawed those nations who had not courage to wait the violence of its attack.

Such was the state and credit of the British naval power at the time Charles the Second recovered possession of his throne. Under a sovereign so addicted to pleasure as himself, the first

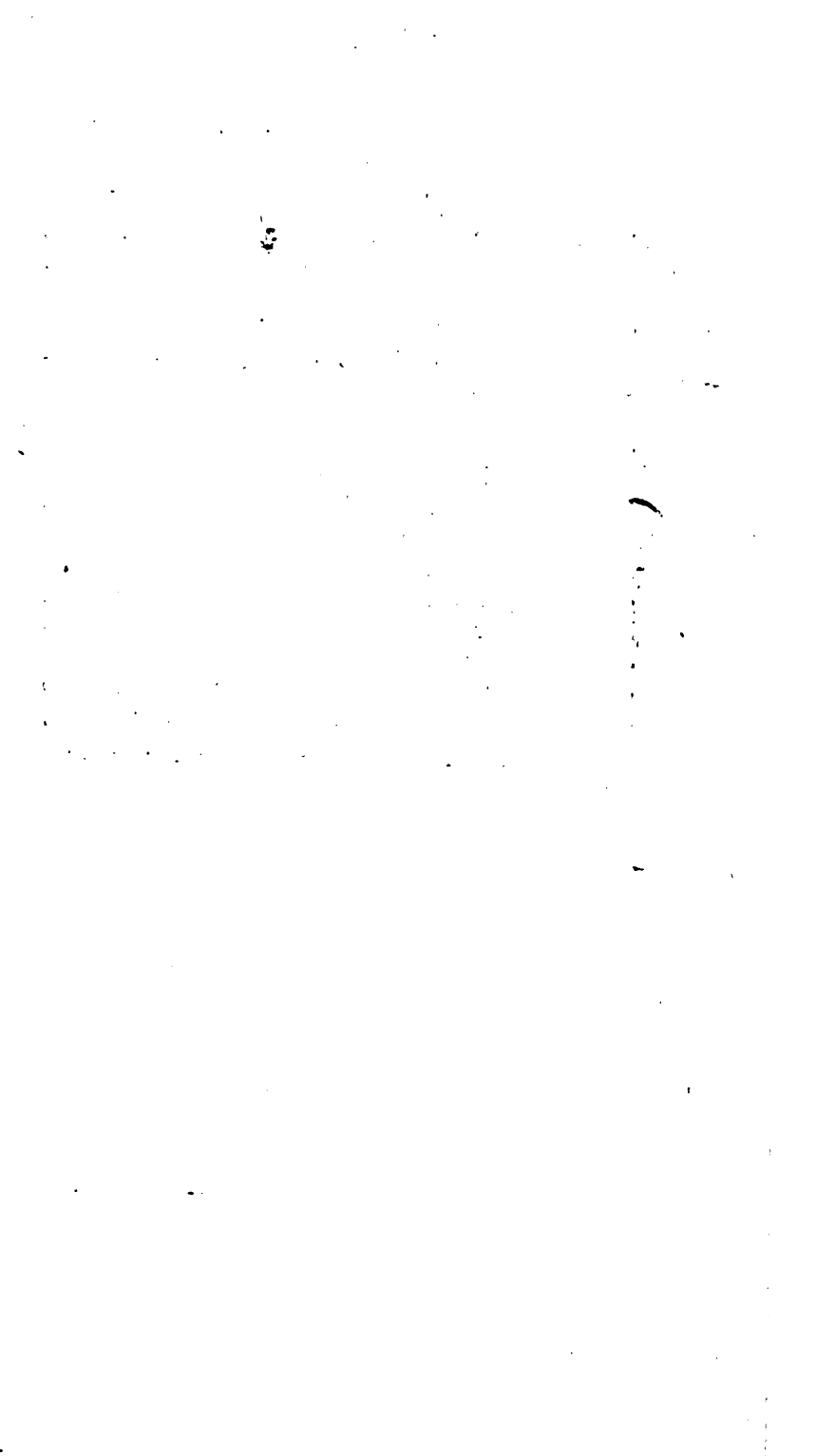
first establishment of such a power could not have been hoped. Without the formidable basis he found ready prepared for him, it might have been impossible to have raised a force able to check the rising ambition of the Dutch, who, ever jealous of the smallest appearance of commercial prosperity in other nations, wanted nothing but the means to arrogate to themselves a monopoly of the whole.

Scarce was the assumed consequence of the Dutch checked, when that of Louis XIV. appeared as a baneful meteor portending ruin and destruction to Britain. This malevolent aspect, averted by assiduity and courage, having at different times, under princes of similar temper and political influence of the same mischievous tendency, assumed the same appearance, has always been repelled by the same exertions; and Britain may at least felicitate herself, that in the midst of the most calamitous wars, from her insular situation, and the protection of her fleet, she has never experienced those ravages which rarely fail to mark the progress of an invading army, and to which every other horror of war becomes comparatively trivial.

From the foregoing statement, which, as it depends merely on facts, cannot be erroneous, we are naturally led into a reflection not much to the advantage of those princes who have, during the last century, cherished their ambition by a fruitless and wicked disturbance of the public peace. We behold with gratitude that disposition of Providence which, succoured by the bravery of the people, has enabled Britain, alone and unsupported, to resist the united attack of more than half the maritime force in the universe: and we must admit, without hesitation, that

that nothing can continue to her the possession of the same power, but an unremitting attention to those means which have so long preserved to us the comparative tranquillity already pointed out. This is readily to be acquired by a firm adherence to a mode of defence ever hitherto successful; and which we trust, while persevered in, it will ever continue so.

Commerce, colonial territory, and the defence of the country itself, all require, at the hands of Britons, their firm and unanimous support of a formidable navy. While principles only of ambition, or envy, can induce other nations to equip a fleet capable of contesting, what is called, the dominion of the sea, even her enemies must have candour enough to confess, that the political existence and independence of Britain solely depends on the possession of a force competent to establish that irresistible proof of her right, acknowledged power, and decided superiority.





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## BIOGRAPHIA NAVALIS, &c.

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1660.

**Y**ORK, JAMES, duke of,—probably, as having been the personage under whose authority all naval commissions were issued, from the time of the restoration to the year 1673, has been omitted in every list of admirals we have hitherto been able to obtain. The introduction of him, however, in this place, cannot be improper, although the omission of his name, in the instances just pointed out, might appear, in some degree, to warrant a similar conduct in us. The general history of James, duke of York, is too well known to render a regular, uninterrupted account of his life necessary, or even warrantable; we have only to take notice of such part of it as is connected with his abstract character of an admiral. Among the first acts of royalty exercised by Charles the second, after taking regular possession of his throne, was that of declaring his brother (the personage we allude to) lord high admiral. This appointment took place on the 4th of June, 1660. The diligence and indefatigable attention shewn by him to the functions of his office, was extremely grateful to the people, and convinced them their sovereign's choice had been influenced by prudence, as well as by fraternal affection. Immediately after the declaration of war against the Dutch, in the year 1665, his royal highness disdainful of that quietude, and retreat from danger his very high birth and elevated station might appear to have warranted in a man less gallant than himself, declared his intention of commanding the fleet in person. Pursuant to this resolution, having hoisted his flag on board the Royal Charles, a ship mounting eighty guns, he put to sea, on the 25th of April, at the head of a fleet consisting of an hundred and

fourteen sail, all men of war and frigates, besides near thirty fire-ships, and other small vessels. After a month's fruitless cruise on the coast of Holland, productive of no other advantage (if that could be called one) than terrifying those who lived near the sea with the apprehensions of invasion, and probable ruin; tempestuous weather, and scarcity of provisions compelled the duke, to return to our own coast. Opdam, the Dutch admiral, seized this opportunity of putting to sea, and capturing a homeward bound fleet from Hamburgh, together with its convoy, a frigate of four-and-thirty guns. The duke, on his part, lost not a moment in hastening, as well to revenge the insult, as to acquire some satisfaction for the injury done to our commerce. At last the two fleets met on the 3<sup>d</sup> of June, and after a most severe and bloody contest, in which the personal gallantry\* of the different commanders has rarely been equalled, and never exceeded, a most decided and complete victory was obtained by the English. It has been said, and probably with some truth, that this signal advantage was not pursued with that energy necessary to render it so beneficial and conclusive as it might have been; but no proof has ever yet been made out that the duke was in any degree accessory to such miscarriage. Nevertheless, it is more than probable, the discontent and murmuring excited on this occasion, might be among the principal reasons why he declined going to sea again, for some years, but contented himself with staying at home, to superintend and direct the civil duties of his high office; when his attention to popular clamour, and the rage of party, prevented his being, consistent with his own feelings, any longer serviceable in his military capacity. At the commencement of the second Dutch war, in 1672, his royal highness again commanded the fleet in person, and again displayed the same degree of spirit and gallantry he had shewn before; engaging the great De Ruyter ship to ship, till his own, the St. Michael, was completely disabled; and he was, in consequence of her being reduced to a mere wreck, obliged to quit her, and hoist his flag on board the Loyal London. Notwith-

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\* Opdam's ship, the Eendracht of 84 guns, was blown up while engaged with the Royal Charles ship to ship.

standing the ill behaviour and almost total inactivity of the van Squadron (the French under the count d'Estrees,) the gallantry of the English again prevailed over the obstinacy and superior numbers of the Dutch; and the duke had, a second time, the satisfaction of returning a conqueror, and in triumph. A well known political event taking place soon afterwards, deprived the nation of all further service from his highness, as well in the civil, as military line; this was the passing of the Test Act in 1673. From that time, till his accession to the throne, he lived totally unconnected with the service. But one of the first steps taken by him after that happened, was to new model, and arrange the management of the navy, which had been miserably neglected, and suffered to fall to decay during the latter part of the preceding reign. To his extraordinary attention and zeal, we are indebted for that very fleet which was afterwards so gloriously, and successfully employed in checking the ambitious projects of his old friend and ally, Louis the fourteenth; a fleet which, though it rendered so little service to the cause of its founder, consisted, at the time of his abdication, of no less than one hundred and seventy-three sail, an hundred of which were fourth rates and upwards. The subsequent part of his life being totally irrelevant to our present purpose, we have only to remark, on the character of James the second, that however inattentive he might have been to the welfare of his kingdom, and his own glory, considering him in his exalted character of a sovereign, yet, in the earlier part of his life, before his religious prejudices had enveloped, and clouded his better understanding, no man was more the idol of the people, and few have taken greater pains to render himself the object of their favour\*. Burnet, who cannot be suspected of partiality to him, admits him to have been naturally candid and sincere, and a firm friend, 'till religion wore out his first principles and inclinations:—that *in his youth* he was brave, insomuch that he was perfectly idolized by the great Turenne:—and, according to the good bishop's phrase, "*came to know all affairs of the sea very particularly.*"

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\* Although in the latter part of his life no one, perhaps, ever did more to incur and merit their dislike.

ALLEN, Sir THOMAS,—of Lowestoffe, in the county of Suffolk, having been always warmly attached to the cause of royalty, and served as commander of a ship in the part of the fleet which revolted to the prince of Wales\*, was appointed to command the *Dover* on the 24th of June, 1660, this being among the first ships commissioned by the duke of York. In 1661 he commanded, first, the *Plymouth*, and, secondly, the *Forefight*; the *Lyon*, in 1662, and the *Rainbow* in 1663. In the same year he was appointed commander in chief (as commodore only) of the ships and vessels in the Downs, and had, on this occasion, the singular privilege allowed him of wearing the union flag at his main top. He hoisted it on board the *St. Andrew*. In the following year (1664) he had the same command, with the same privilege attached to it, renewed. On the 11th of Aug. 1664, he was appointed commander in chief in the Mediterranean, to succeed sir John Lawson, who was ordered to return home. He sailed on this service in the *Plymouth*, in company with the *Crown*, which was put under his orders. Having arrived at Tangier, and communicated his instructions to sir John, he entered upon his command, hoisting his flag at the main-top-mast head, as his commission specially authorised him to do on the departure of his predecessor. Early in the ensuing spring, being then on a cruise with his squadron, consisting of eight or nine ships, off the Streights mouth, he had the good fortune to fall in with the Dutch Smyrna fleet, consisting of forty sail, under convoy of four men of war. Having just before received intelligence that war was declared, by England, against the States General, he hesitated not a moment to attack them. The Dutch having, according to their usual custom, drawn the stoutest of their merchant ships into the line to support, and assist their men of war, the contest was obstinate. But in the end Brackel, the Dutch commodore, being killed, their line broken, and several of their ships sunk, four of the richest were captured; one of which had received so much damage in the action, that she unfortunately foundered on her passage to England: the rest of the fleet took refuge

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\* Hist. of Lowestoffe, p. 111.

in Cadiz, where they remained blocked up for a time, till the return of the admiral to England liberated them from their confinement. In the beginning of this year he had shifted his flag from the Plymouth to the Old James: and on his return to England, in the month of June following, just after the engagement with the Dutch, was promoted to the rank of admiral of the blue\*. He commanded that squadron during the remainder of the year, having his flag on board the (afterwards unfortunate) Royal James; but no farther general action took place. In 1666 he was appointed admiral of the white, and still continuing on board the Royal James, was detached, (in consequence of express orders from the king, to prince Rupert, who was himself on board the Royal James with sir Thomas,) with his squadron, to oppose the French, against whom war had just been declared, and whose fleet was reported to be then coming up the channel for the purpose of joining the Dutch. This intelligence proving false, prince Rupert, and sir Thomas Allen's division, returned just in time to turn the scale in favour of the English, and rescue the duke of Albemarle, who had been hard pressed by the superior numbers of the Dutch, during a fight of three days continuance. The English were not long ere they had complete satisfaction for this temporary apparent advantage. On the 25th of July the two fleets met a second time, and an action commenced about noon the same day, sir Thomas Allen who continued to command the van, or white squadron, making a most furious attack on the Dutch admiral, Evertzen. The Friezland and Zealand squadrons, which he had the chief command of, were totally defeated; he himself, together with his vice and rear admiral, killed; and the Tolen, commanded by Bankart, vice-admiral of Zealand, taken, and soon afterwards burnt, together with another large man of war. In fine, as no man was ever more deserving of success, so did no one ever obtain it more completely. Fortune still continuing to favour gallantry, sir Thomas captured, on the 18th of September, the Ruby,

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\* Besides having a special commission to act as vice admiral of the fleet, then under the command of the earl of Sandwich, he also, on the 24th of the same month, received the honour of knighthood.

a French man of war mounting 54 brass guns, commanded by monsieur De la Roche. This ship, which was quite new, was esteemed one of the finest in the French navy. She had mistaken sir Thomas's squadron, which then lay off Dungeness, for her own, and, consequently, surrendered almost without resistance. In the year 1667, owing to the penury of Charles the second, and the duplicity of the Dutch, who had the art to deceive the British court into a belief that peace should take place early in the spring, we had no grand fleet at sea; but sir Thomas, who shifted his flag, on this occasion, into the Monmouth, had the command in chief of a small squadron sent to cruise to the westward; and of a second, in the same year, destined for a foreign expedition, but which, it is believed, never went to sea. Be that as it may, nothing worth recording took place in either service. In 1668, on information being received that the French fleet, under the duke of Beaufort, was at sea, sir Thomas was sent, with a discretionary power, to observe their motions; but nothing material took place during a long cruise at the entrance of the Channel. In the middle of August he sailed for the Straights; and having arrived off Algiers on the 8th of October, by his peremptory behaviour he quickly disposed the government to propose equitable terms of accommodation, which were immediately drawn up, and executed. Sir Thomas sailed from thence for Naples, where such honours were shewn him as proved so highly disagreeable \* to a Dutch squadron then lying there, that they left the place in the greatest disgust. The same respect was also shewn him at Leghorn. From thence he returned to Algiers, where, having received every assurance that the treaty of peace he had lately concluded with them would be faithfully observed, he returned to England in the month of April. No sooner, however, was he clear of the Straights, than the Algerines, highly elated at his absence, and conceiving it would be at least a day somewhat distant, ere vengeance could be taken of their perfidy, began to renew their depredations; so that having hoisted his flag on board

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\* This trivial circumstance is mentioned only to prove how highly the honour of the British flag was maintained by sir Thomas.

the *Resolution*, he was a second time dispatched to Algiers to compel an observance of that peace we had vainly flattered ourselves with the hopes of enjoying from their justice. He sailed from Plymouth on the 22d of July, having under his command eighteen men of war, besides fireships and other vessels, making in all twenty-nine sail, and arrived on the 30th of the same month at Cadiz. On the 6th of August he appeared off Algiers, and a negotiation not taking place, he immediately prepared to inflict a proper chastisement, which he did by taking, or destroying a considerable number of their corsairs. This petty and inconsiderable warfare was continued for some time: and in the following year he was, at his own earnest request, recalled. He was succeeded in his command by sir Edward Spragge. Having arrived at St. Helen's on the 3d of November, 1670, he retired from command for some time\*; and was, on his arrival in England, probably as a reward for his former services, appointed comptroller of the navy. However, in March 1678, he was again appointed commander in chief of his majesty's fleet in the narrow seas, having hoisted his flag for that purpose on board the *Royal James*. This was occasioned by the probability of war with France; but that soon passing away, sir Thomas again returned to his former peaceable, and honourable retirement, a retirement highly necessary to the latter days of an officer who had served so honestly, and behaved so gallantly. The time and place of his death is not positively known.

ASHFORD, Andrew,—was appointed captain of the *Hawke* ketch, in the year 1660, by commission from his royal highness the duke of York, at that time lord high admiral of England; and, in 1664, was promoted to the command of the *Guinney*, a fourth rate of thirty-eight guns. As it does not appear, either by history, or such private information as we have been able to procure, that he ever commanded any other ship, we may naturally conclude he either retired from the service, or died soon afterwards.

BARTON, John,—commanded the *John* ketch in the year 1660. In the year 1664 he was promoted, by the duke of York, to the command of the *Blackmore* pink,

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\* To his seat at Somerly, which he had purchased.



which vessel (he having in the intermediate time been put out of commission) he was again made captain of, in the year 1667. The time of his death is uncertain.

**BATTIN, or BATTEN, William,**—was the son of sir William Battin, who, after having been appointed by the parliament vice-admiral of their fleet, and manifested the strongest aversion to the royal cause, at length quitted their service in disgust, and carried over one of the finest ships, the *Constant Warwick*, in their fleet, to the prince of Wales, afterwards Charles the second. His son was, probably, the same captain Battin, who, on the 30th of November, 1653, (he then commanding the *Guardland*) in conjunction with a captain Hookston, or Arkston, boarded Van Tromp's ship, and would certainly have taken him had he not been relieved by two other flag ships of his division. In the end these bold and brave commanders, so highly deserving a better fate, were themselves captured. Campbell, on what authority does not appear, asserts they both fell in the action. Lediard, who is, generally speaking, strictly to be depended upon, says, peremptorily, they were taken: if that was the case, we may reasonably conclude this gentleman to have been the person who was commander of the *Drake* at the time of the restoration, and in the same year was knighted and appointed one of the commissioners of the navy, as we find, in the duke of York's *Memoirs*, a report, dated the 4th of September, 1660, on the state of the navy, signed by sir William Battin, transmitted to the duke of York, the lord high admiral. It is probable he continued in this station till his death, as it does not appear he ever afterwards went to sea.

**BATTS, or BATES, George,**—was appointed commander of the *Great Gift*, in the year 1660, by the duke of York. In the year 1661 he was removed into the *Little Gift*. In 1663 he became captain of the *Francis*. In the following year he was promoted to the *Hampshire*, of forty guns. In the two actions fought between the English and Dutch fleets in 1666, he commanded the *Unicorn*, a third rate of sixty guns, by commission from prince Rupert, and the duke of Albemarle, who, at that time, executed the office of commander in chief jointly.

**BEER, John,**—commanded the *Cygnets* in the year 1660, by commission from the duke of York; but we have



have not been able to learn any thing further relative to this gentleman, or whether he ever served afterwards.

**BOWEN, Peter,**—was appointed by the duke of York, in the year 1660, to command the *Succesf*. Previous to the second fight between the Dutch fleet under De Ruyter, and that of the English under prince Rupert, and the duke of Albemarle, he commanded the *Matthias* of fifty-four guns. In that action it appears, from an authentic manuscript list of the fleet, he commanded a ship called the *Digar*, probably a Dutch prize, of forty guns. He very soon was removed into the *Newcastle*. In the year 1670, he was made commander of the *Centurion*, and sent to the Mediterranean for the purpose of protecting our trade from the outrageous attacks of the Algerines, and other piratical states in that part of the world. On the 13th of November in the same year, he fell in with an Algerine frigate off Cape de Gatt: but, notwithstanding he made every possible effort, during a very long chase, and partial action, the corsair, from the assistance he derived from his oars, constantly prevented the *Centurion* from closing with him, till the darkness of the night put an end to the contest, and even rendered all further pursuit fruitless. He returned to England in the month of May following, having under his protection the homeward bound *Streights* fleet\*. In the battle off *Solebay* he continued to command the same ship, and was soon afterwards promoted, probably on account of his gallantry in that action, to the command of the *Leopard* of fifty-six guns. In all likelihood he died soon afterwards; as it does not appear he ever was appointed to any other ship.

**BOWRY, John,**—was appointed by the duke of York, in the year 1660, to the command of the *Drake*; but it does not appear he ever served afterwards.

**BROWNE, John,**—commanded the *Rosebush* in the year 1660, by commission from the duke of York, as lord

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\* He brought home, at the same time, the body of Mr. Clifford, eldest son of sir Thomas Clifford, who had died at Florence. This circumstance would, probably, not have been worth recording but for the extraordinary solemnity used on the occasion, and the very particular regard shewn to him by the great duke, and all those of the English nation who were in that country.

high admiral; but we have not been able to obtain any farther account of him.

BUNN, Thomas,—was appointed captain of the *Essex* in the year 1660, by the duke of York; and the following year was promoted to the command of the *Lyon*, a third rate of fifty eight guns. He, in all probability, died soon afterwards, as it does not appear he was ever appointed to any other ship.

BUTTON, William\*,—was appointed, by the duke of York, to the command of the *Drake* some time in the year 1660, whether before John Bowry, or as his successor, is not known, nor does it appear he ever had the command of another ship.

CLARK, Robert,—after having severally commanded the *Mary* of fifty eight guns, to which he was appointed in the year 1660, as well as the *St. George* of sixty six, and the *Royal Charles* of eighty-two guns, in the following year, in 1663, was removed into the *Antelope* of fifty. In Lediard's *Naval History*, chap. xxxviii. there is a note which states New York to have been reduced in the year 1664, by a squadron under sir Robert Carr †: but as no such person appears on the most authentic lists, of naval officers, existing, some may naturally conclude the name to have been misprinted for Clark. In the year 1665 he again commanded the *St. George*, which he quitted soon afterwards for a smaller ship, the *Gloucester*, a third rate of fifty-eight guns. In the following year he was dispatched, as commodore of a small squadron, to lay off the mouth of the *Texel* in order to watch the motions of the Dutch fleet. He arrived on this station the 14th of May, and the following day captured seven (out of twelve sail

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\* It may admit of doubt with some, whether this gentleman ever existed, or whether he is not the same person who has already been taken notice of under the name of William Battin. It may be supposed an error, to which all manuscripts are liable, may have given rise to this mistake if it is one. We are inclined, however, to think otherwise, a captain William Button having commanded a ship, called the *Mandrake*, during the time of the commonwealth.

† It is most probable, after all our investigations, that sir Robert Carr was commander of the land forces; as, from a thousand concurring circumstances, we have every reason to believe sir Robert Holmes to have had the command by sea at the reduction of New York.

which

which were in company) ships of 400 tons each from the Baltic, bound to Amsterdam; the loss of which must have distressed the enemy in the most eminent degree. The approach of the enemy's fleet obliged him to quit his station a few days afterwards. Having effected a junction with the duke of Albemarle at the Gunfleet on the 24th of May, he bore as distinguished a part in the action, which commenced on the 1st of June, as the size of the ship he commanded, she being only a fourth rate, would allow. The Gloucester being totally disabled in the action, captain Clark, in testimony no doubt of the high sense they entertained of his services, was promoted by the joint commanders in chief, to the command of the *Triumph*, a second rate. Holding this station, he again eminently signalized himself in the ever-memorable action with the Dutch, on the twenty-fifth of July. In the year 1667 he was removed by the duke of York, first into the *Monmouth*, and afterwards into the *Mary*; which last ship he was re-appointed to in the year 1669. The time and place of his death is not known.

**COPPIN**, John,—was appointed captain of the *Centurion* of forty-eight guns in the year 1660. In the year 1665 he was promoted to the *St. George*, a second rate. He commanded this ship at that bloody conflict of four day's continuance \* between the Dutch fleet under De Ruyter, and the English under the duke of Albemarle and prince Rupert. Here, with many other brave men, he fell exhibiting that gallantry which merited a more fortunate, but not more glorious end.

**COUNTRY**, Jeremiah,—commanded the *Greyhound* in the year 1660; but nothing more is known of him.

**COWES**, Richard,—commanded the *Paradox* at the same time, and is in the same predicament with the last-mentioned gentleman.

**CURTIS**, Edmund,—commanding the *Newcastle* in the same year with the former, is like them equally unknown in any other respect, except that in the duke of York's Memoirs, there is an order from him to the principal officers of the navy board, "To permit captain Curtis " to take away the brass bases and pieces of cable to his own

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\* In June 1666.

“ use, which were by him taken out of a galley sunk on  
 “ the coast of Spain, for his service in destroying the said  
 “ galley; as also that they should give direction for the  
 “ payment of the wages due to captain Curtis, notwith-  
 “ standing any stop put on the same.

CUTTANCE, Henry,—was appointed commander of the *Speedwell* in 1660, of the *Forrester* in 1661, and the *Happy Return* in 1665, all by commission from the duke of York.

CUTTANCE, Sir Roger,—commanded the *Royal Charles*, a first-rate of eighty-two guns, in the year 1660; the *Royal James*, of the same force, in the following year; and in the year 1665 was removed into the *Prince*. In this ship sir Roger, though only stiled captain, served as vice-admiral of the blue under the earl of Sandwich. On the 1st of July, 1664, been soon after the duke of York's action with the Dutch, king Charles (among other commanders who had eminently distinguished themselves) knighted captain *Cuttings*†. No such name appears on the list of officers we have already alluded to: the mistake, on one side, or other, has evidently arisen from a corruption in the pronunciation. 'Tis probable he died soon afterwards, or retired from service, as neither public history, nor private information afford us any thing further relative to him.

DALE, William\*, commanded the *Francis Prize* in 1660, the *Fox and Golden Lyon* in 1665, the *London* hired ship in 1666, and the *Hind Dogger* in 1673.

DE GENS, John,—commanded the *Mary* yatch in 1660, and the *Katherine* yatch in 1661. Nothing further is known of him.

DIAMOND, Thomas,—was captain of the *Martin* at the time of the restoration. No further mention is made of him.

DUCK, Robert,—captain of the *Hunter* at the same period, is in the same situation.

FENN, Henry,—was appointed, by his royal highness the duke of York, to command the *Bristol*, a fourth rate,

\* It is most likely this gentleman never rose to any higher rank than that of master and commander: though no such distinction being then used, he is inserted in the list of captains commanding post ships; that is to say, of twenty guns and upwards.

† Spelt in the books of the Herald's college.

in the year 1660. He was promoted to the *Montague*, a third rate of fifty eight guns, in 1664; and re-commissioned for the same ship the following year. No further notice being taken of him, it is most probable he either died soon afterwards, or retired.

FISHER, Thomas,—commanded the *Guernsey* in the year 1660, but was never appointed to any other ship.

FLATCHEL, John,—was appointed captain of the *Eagle* in 1660, and in 1667 of the *Little Gift*. A circumstance which, under the present regulations of the navy would appear extraordinary, occurs in the *Memoirs* of this gentleman. After having served as commander of the *Eagle* and *Little Gift*; in the year 1669 he served as lieutenant of the *Forefight* of forty-eight guns; and in the year 1672 was again appointed a commander, as captain of the *French Victory*. In the naval list is the following note against his name, "*Lost his ship and flew from trial.*" But no intelligence can be collected from history, when, or in what manner, the ship was lost.

GILPIN, Barnard,—after having commanded the *Bredah* in 1660, the *Matthias* in 1662, the *Hector* in 1663, the *Kent* and *Dreadnought* in 1664, was drowned in the month of April 1665; but the particular circumstances attending this misfortune we are not informed of.

GREEN, Richard,—we know nothing more of this gentleman than that he commanded the *Sorlings*, by commission from the duke of York, in the year 1660.

HANNAM, or HANHAM, Willoughby,—commanded the *Kent*, of forty-six guns, in the year 1660; in the year 1664 he was promoted to the *Rainbow*, a third rate of fifty-six guns. In the first engagement with the Dutch in the following year, he commanded the *Resolution* of fifty-eight guns, where he neglected not the opportunity afforded him by fortune of signaling himself exceedingly, it being asserted by some that he sacrificed his ship (which was burnt in this action) by generously interposing between the rear-admiral of the blue (*Kempthorne*) and a Dutch fireship, which was preparing to board him. Others say that the vice-admiral of *Zealand* finding the *Resolution* completely disabled, ordered a fireship to board her: this was performed with success, notwithstanding every effort of her gallant commander to extricate himself, and all the  
exertion

exertion that could possibly be made by sir Edward Spragge, vice-admiral of the blue, for the same purpose. The officers and crew were saved; and captain Hannam was soon afterwards appointed to the *Mary*, a ship of the same force and rate. In 1668 he was appointed to the *Old James*, a second rate of seventy guns. In 1672 he commanded the *St. George*, and was soon removed into the *Triumph*, a ship of seventy-two guns; in which ship he fatally but gloriously terminated a life, many years of which he had devoted to the service of his country, being killed on the 28th of May 1672, in the action, off Solebay, with the Dutch fleet under the command of De Ruyter.

HARRISON, Mark,—was appointed captain of the *Elias*, by the duke of York, in 1660; of the *Rainbow* in 1663, the *Centurion* in 1665, the *Unicorn* in the following year, and in the year 1672 was re-appointed to the *Rainbow*; after which time no farther notice is taken of him.

HAYWARD, John, sen.—commanded the *Plymouth* at the time of the restoration; and in the same year was made commander of the *Dover* by the duke of York. In 1664 he was appointed to the *Reserve*, and the following year to the *Dunkirk*. In June 1666 he was appointed, by prince Rupert and the duke of Albemarle, to succeed captain Coppin, of the *St. George*, who was killed in action. In 1667 he was promoted, by the duke of York, to the command of the *Baltimore*. In 1668 he commanded the *York* of fifty-six guns. In the following year he was removed into the *Foresight*, a fourth rate. From this time he does not appear to have been employed till the breaking out of the second Dutch war, when he was appointed captain of the *Old James*, a second rate. The following year he commanded the *Sovereign*; from which ship he was very soon afterwards removed, by prince Rupert, into the *Royal Charles*, a first rate. In this command he fell, in the action with the Dutch fleet which took place in the month of August, 1673, finishing gallantly, and covered with wounds, a long life nobly exerted in the service of his country.

HIGGINSON, Samuel.—Nothing further is said of this gentleman, than that he commanded the *Eagle* at the time of the restoration.

HODGES,

**HODGES, Richard,**—was, in the year 1660, appointed captain of the *Guernsey* by the duke of York. In the year 1662 he commanded the *Westergate*; and in 1664 was promoted to the *Swallow*, a fourth rate of forty-six guns. In the duke of York's *Memoirs* are instructions to this gentleman, as commodore of a small squadron sent to *Elfinore*, in the year 1662, to convoy a fleet of merchant ships from that place to *Harwich*. It is most likely he died soon afterwards, no further mention being made of him.

**HOLMES, Sir Robert,**—commanded the *Bramble* at the time of the restoration, and was, in the course of the same year, successively appointed to the *Truelove* and the *Henrietta*. In the year 1661, he was promoted to the *Charles*, and sent, as commodore of a small squadron consisting of four frigates, to the coast of Africa to make reprisals on the Dutch, who refused to make good their treaty they had entered into with the English; and had, in other instances, been guilty of great enormities, particularly in that part of the world, where they had, contrary to all the laws of nations, and existing treaties, possessed themselves of *Cape Corfe Castle* by force. Major\* *Holmes*, as he was then called, had, on this occasion, the singular honour of being permitted to wear the union flag at his main-top-mast head†, which is now the distinguishing mark of the commander-in-chief of the fleet. Having achieved all that was possible with his very limited force, and dispossessed the Dutch from several of their forts, he returned home; and was, in the next year, (1662) appointed to command the *Reserve*, a fourth rate of forty-eight guns. In the year 1663 he was removed into the *Jersey* of the same rate, carrying fifty guns, and sent, a second time, to the coast of Africa for the express purpose of reducing *Cape Corfe Castle*. Having, in his passage, possessed himself of sufficient authentic documents of the hostile and treacherous intentions of the Dutch, he resolved, with the greatest patrio-

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\* The distinctions now in use among land officers only, being then indiscriminately applied both to them, and naval commanders.

† As soon as he was clear of the Channel.

tism, (inasmuch as he risked incurring popular censure by exceeding his orders) to punish their infamous conduct. With this intention, having arrived the latter end of January at the Cape de Verde, he proceeded to attack the island of Goree, which, though strongly fortified and resolutely defended, he took in the course of a few hours. Elevated by this so much merited success, he next attacked the fort of St. George Del Mina, the strongest fort in that part of the world possessed by the Dutch. Here his former good fortune failed him, though without the smallest neglect, or defect, on the part of sir Robert, or his people, either in point of courage, or prudence. In recompense, however, for his failure in this instance, Fortune aided him almost to a miracle in his next, which was the reduction of Cape Corse Castle. Having atchieved this exploit he sailed for North America, where, in conjunction with sir Robert Carr, he reduced the island of New York. After his return home \* he was, in the year 1665, appointed to command the Revenge, a third rate of fifty-eight guns; and in the following year was made captain of the Defiance, a new ship of sixty-four guns. King Charles, attended by the duke of York, prince Rupert, and a number of persons of very high distinction being present at the time of launching this ship, on the 27th of March, conferred on her intended commander the honour of knighthood. After having distinguished himself very conspicuously during the first action with the Dutch, he was promoted to be rear-admiral of the red squadron as soon as the fleet returned into port to be refitted. On this occasion he hoisted his flag on board the Henry, a second rate of seventy-two guns, and after having acquitted himself in the second fight, which took place on the 25th of July, with his usual gallantry, he was detached, by the commanders-in-chief,

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\* It appears by a note in Campbell's Lives of the Admirals, that sir Robert was, on his return home, put under an arrest and confined, till his conduct, as to whether he had, or had not, infringed the laws of nations, had been properly investigated. It is farther said, that he had not, through his several expeditions to the coast of Guinea, acted under commission from the crown, but as commander of a privateering expedition fitted out by the English African company, at that time patronised by the duke of York.



prince Rupert, and the duke of Albemarle, who, on this occasion, put five fourth-rates, four fifth-rates, five fire-ships, and seven bomb-ketches, under his command, to destroy a large fleet of merchantmen \* lying between the islands of Ulie and Schelling. The most brilliant success crowned this enterprize. The two men of war, and all the merchantmen, ten or twelve only excepted †, being burnt. The following day, sir Robert effected a landing with eleven companies of soldiers, which he had been furnished with for this expedition, on the island of Schelling; and having burnt the town of Bandaris, and carried off a very considerable booty, he reembarked his troops, with the loss of only twelve men, killed and wounded, in the whole expedition: after taking and destroying of the enemy's property ‡, to the amount of eleven or twelve hundred thousand pounds. He sailed, soon afterwards, for the Streights, so that he may be said to have passed the remainder of the Dutch war in a kind of inactivity. Returning from thence, with a fleet of merchantmen under his convoy, in the month of September, 1667, he was appointed commander-in-chief of the Portsmouth Squadron, with permission to wear the union flag at his main-top-mast head. This appointment was, probably, of the same nature as that which is now called the port admiral. On this occasion he hoisted his flag on board the *Defiance*

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\* The smallest of which was two hundred tons burthen. The fleet consisted of 170 sail, guarded by two men of war.

† These escaped by hawling up into a narrow creek, under the protection of a Guineaman of twenty-four guns, where their situation protected them so favourably, that our boats could not get at them.

‡ We cannot do a greater piece of justice, as well to the memory of sir Robert, the commander, as the captains under him, than by inserting the remark, published in the Gazette, on this great and memorable exploit.

“ On our side we can only observe in it a wise and prudent counsel, seasonably taken and most vigorously executed; the whole, by the blessing of God, attended with admirable success, without any considerable loss in the attempt; the several officers and commanders on the occasion bringing home a just reward of glory and reputation, and the common seamen and soldiers their pockets well-filled with ducats and other rich spoil, which was found in great plenty.”—Gazette, No. 79.

of sixty-four guns; from which ship, he soon afterwards removed into the Cambridge, of the same force. About the same time he was made governor of the Isle of Wight, and had the honour of entertaining king Charles for several days successively, in an excursion he made thither, accompanied by the duke of York, prince Rupert, and divers others of the nobility of the first distinction, in the month of July, 1671. Sir Robert's preparation on this occasion was every way fitting the character, and dignity of his royal and noble guests. In 1672 he was appointed commander-in-chief of a Squadron fitted out to attack the Dutch Smyrna fleet\*. Having hoisted his flag on board the Saint Michael, he fell in with the Dutch convoy, consisting of seventy-two merchantmen, guarded by six men of war, on the 13th of March. Their approach, owing to some delay or neglect at home, in fitting out the ships, was, at this time, rather *mal a propos*. Five frigates only, composed the whole force under sir Robert, though his fleet, if completed, was to have consisted of thirty-six men of war. On the Dutch refusing to strike, an action immediately commenced, and continued till night put an end to the combat, without sir Robert being able to obtain any advantage. When the weakness of the English force is considered, it will appear, that so far from this want of success being a matter of wonder, or owing to a want of gallantry, or good conduct, it ought only to excite our regret, in the highest degree, that so much bravery should have been exerted in vain. The Dutch convoy consisted of six men of war; and having had timely notice of our intention to attack them, they drew out, to their assistance, above twenty of their stoutest merchant ships, mounting from twenty to forty guns each: yet, disproportionate as was the force under sir Robert, he hesitated not a moment to attack them; and, if he acquired not the substantial proof of having captured his enemy, he, by mere dint of valour, obtained the hard-earned glory of having worsted him. On the following day, being reinforced by three more frigates, and two or three small vessels, he renewed his attack, but

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\* His orders on this occasion are to be found in the duke of York's Memoirs, bearing date the 5th of March, 1671-2.

still without success. Sir Robert, though wounded, did not yet despair;—though foiled, he ever continued undaunted:—and renewing his attack on the afternoon of the same day, after a desperate action he made himself master of one of the Dutch men of war, of fifty-four guns, which was the rear-admiral of the squadron. Lediard says, this ship was taken by sir Robert himself: but Campbell attributes the achievement to his brother, sir John Holmes, at that time captain of the Gloucester\*. The prize had received so much damage in the action, that she sunk soon afterwards; and the rest of the Dutch fleet effected their retreat, with no further loss than four or five of their merchant ships, which were taken: this was the last service ever effected by this brave and gallant man. Owing to some of those secret cabals which exist in all courts, he was no longer employed. It is asserted by Campbell, who appears to bear no great good-will to sir Robert, that his ill success on this occasion was entirely owing to his unwillingness to share, with sir Edward Spragge, the glory he might acquire in the action. This piece of information, of which no notice is taken by other historians, is extracted from Andrew Marvel's Growth of Popery, and is thus related:—"On the 12th of January "sir Edward Spragge met with sir Robert Holmes's "squadron near the Isle of Wight, and upon sir Robert's "enquiring news, sir Edward very frankly told him he "had sailed several days with the Dutch Smyrna fleet, "and that in a day or two they might be expected." Campbell further relates from *Marvel*, "that sir Edward "Spragge's squadron was still in sight, when sir Robert "Holmes attacked the Dutch Smyrna fleet, and that cap- "tain Legge made sail after him, to bring him back to "their assistance, till called away by a gun from his "own admiral;" but this is, perhaps, trusting a little too much to report. No doubt can be entertained but that the whole Dutch fleet would have been captured if the junction of the two admirals had taken place: we have, therefore, to lament, that the thirst of glory, however commendable in itself, should be carried to such an extent, as to militate against the interests of the nation.

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\* In this Campbell is perfectly right.—Vide Gazette, No. 660.

It is reported, that an irreconcilable breach between sir Edward Spragge and sir Robert, was the consequence of this seeming neglect; a breach highly to be regretted, as having taken place between two men, who had both, at different periods, so well deserved of their country; and which not only injured the reputation, but also caused that country to be deprived of the services of one of them. \*Retiring from active life, sir Robert left behind him a reputation which even the malice of his enemies has never dared to attack, and which the ravages of time will not be able to injure.

JONES, Morgan,—was appointed by the duke of York, in the year 1660, commander of the *Kinsale*. In the year 1662 he commanded the *Satisfaction*, and was soon afterwards removed into the *Fox*.—Further of him we know not.

JOWLES, Valentine,—was appointed, in the year 1660, captain of the *Dolphin*; but does not appear to have had any command afterwards.

KIRBY, Robert,—was appointed commander of the *Ruby* in the year 1660. The following year he was removed into the *Constant Warwick*; and, in the year 1664, commanded the *Bredah*, a fourth rate of forty-eight guns.—He does not appear to have served afterwards.

LAND, Henry,—commanded the *Weymouth pink* at the time of the restoration.

LARGE, Thomas,—was appointed, in the year 1660, by the duke of York, to command the *Lark*.

LAWSON, Sir John.—As a preface to the *Memoirs* of this great man, the editor of *Campbell* very justly observes, that “ a man of real integrity, who acts always from the dictates of his reason, will be sure to raise a high character, and to be justly esteemed even by those

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\* On the 2d of July, 1675, he had, a second time, the honour of entertaining king Charles the second in the *Isle of Wight*, of which he continued governor. And, in the reign of James the second, we find, in the *Gazettes* No. 2281, and 2315, two declarations, announcing sir Robert Holmes commander-in-chief of a squadron destined to act in the *West Indies* against the pirates, or buccanners, who then grievously infested that part of the world. But it does not appear what success it met with, or whether sir Robert ever failed on the expedition.

“ who differ from him ever so widely in sentiments.” Admiral Lawson is a forcible instance of the truth of this opinion, differing from the royalist party, as widely as a temperate man could, both in religious and political opinions; soon as he found the welfare of his country actually stood in need of such a measure, he became highly instrumental to the restoration of Charles the second, and ever continued to possess his most unlimited confidence.

It appears he was a person of mean origin, his father having been a man in a very low station at Hull. Young Lawson, either through choice or necessity, betook himself, very early in life, to the sea. He gradually, and merely in consequence of his own particular merit, rose, from the humblest office, to a most distinguished rank in the service. The first notice we find taken of him is in the year 1653, at which time he commanded the *Fairfax*. In the first action between the Dutch and the English fleets, Lawson, by his great gallantry, rescued the *Triumph*, on board which ship the admirals Blake and Dean were, from the very center of the enemy's squadron, though not without the greatest risk to himself, nor till his admiral's ship, most severely pressed, was in the most imminent danger of being either taken or destroyed, Blake himself being wounded, her captain killed, and nearly an hundred of her crew. In the second action, which quickly followed, Lawson boarded, and carried off in triumph, one of the Dutch men of war; and in the pursuit consequent to the action, made himself master of a second. In grateful testimony of his gallantry, the parliament promoted him, immediately afterwards, to the rank of rear-admiral. In the third action, which took place the same year, and began on the 1st of June, Lawson, with the blue squadron, attacked De Ruyter with so much vigour, that his division was entirely broken, and he himself would, in all probability, have been taken, or sunk, had he not been, very opportunely, relieved by Van Tromp. This succour arriving, Lawson was obliged to content himself with having sunk one of their ships, mounting forty-two guns. On the 29th of July a fourth, and more bloody action than any which had preceded it, took place. The havock made among the enemy's ships, not less than thirty of which were sunk, destroyed, or  
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taken, and the slaughter of their men, compelled the Dutch to solicit a peace, on such terms as Cromwell, now become dictator to the parliament, would be pleased to allow it them. The share borne by Lawson, now a vice-admiral, was, in this action, as distinguished as it had been in either of the former; and being left, after it was over, to block up their ports, he, in a very short time, took no less than eight-and-thirty of their ships and vessels. For this, and his preceding eminent services, the parliament voted him a gold chain. The peace with the Dutch having taken place, as has been already observed, soon afterwards, no further mention is made of the vice-admiral till the year 1657, when, though steadily attached to a republican form of government, having long become hostile to that whimsical change created in it by the usurpation of Cromwell, he was (in consequence, it must be confessed, of his intrigues, intending to destroy that usurpation) arrested, and committed to the Tower. Too great for public punishment, under a government built on so very slender a foundation, he was soon discharged; and unwilling to give sanction to a man, whose tyranny he abhorred, or to support, even in appearance, measures he completely detested, he retired from public life, till the death of Cromwell, in the year 1658, brought him once more from obscurity. Experience had long since taught all moderate men, that the form of government then existing, had it even proved more congenial to the temper of the people than it actually was, could not continue longer than while that intrepid and daring, though politically, as well as morally wicked character, which had hitherto maintained it in the zenith of all its glory, subsisted: or unless some equally bold and formidable spirit should suddenly start up as a farther scourge to a nation, not yet sufficiently punished for its iniquity, and folly in pursuing a visionary fleeting phantom, and mistaking the melancholy ravings of fanatics and republicans, for the well-digested code of permanent, political liberty: Lawson, therefore, once among the foremost supporters of what was called the commonwealth, seeing at length the erroneous principles of his own politics, honestly and wisely came, very early, into the measures taken by Monk for the demolition of that tyranny

tyranny which he himself had, among others, contributed to erect and aggrandize. On the return of admiral Montague from the Baltic, Lawson was pitched upon, by the parliament, as the fittest person to take the command of the fleet: and from the measures so prudently concerted between admiral Montague, general Monk, and himself, the restoration of monarchy was effected with a tranquillity displeasing to some, and astonishing to all; a tranquillity which added new lustre to the characters of those who had, with such prudence, projected, and with so much firmness executed so great an undertaking. One of the first acts of royalty exercised by Charles, after the parliamentary acknowledgement of his office and authority, was that of conferring knighthood on Lawson, a moderate compensation, perhaps, for the services rendered by him, yet strongly indicative of their intrinsic worth, from the time \* and manner in which it was bestowed. Charles, however, had scarce taken possession of his throne, when he gave sir John Lawson a more substantial proof of his good opinion, by appointing him a commissioner of the navy. Very soon afterwards † he was sent vice-admiral, under the earl of Sandwich, into the Mediterranean, and, after having assisted in the demolition of the Algerine shipping, was left, by the earl, with a squadron to harass the enemy and protect our own trade. This service he most effectually performed; but, during the time he was engaged in it, a misunderstanding arose between him, and the Dutch admiral, De Ruyter, respecting a naval compliment, a salute, which afforded the latter a pretext for withdrawing himself; and, at a future day, one to king Charles, for declaring war against the States. The conduct of sir John, in this disagreeable affair, is, however, to be attributed to its true cause, “not to any captious turn in the temper of the admiral himself, but to his positive orders, *not to return the salute*.”

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\* He being knighted in Holland immediately on his arrival there with admiral Montague and the fleet, for the purpose of conveying the king to England, he was appointed to command the London soon afterwards.

† On the 19th of June, 1661, at which time he removed into the Swiftsurs.

to the ships of any prince or state whatever." In the year 1662, at the time the earl of Sandwich returned home from Lisbon, convoying the princess Catherine, the intended queen of Charles, sir John failed for the Streights. Being then left commander-in-chief for that expedition, he removed his flag into the Resolution; and by his prudent as well as spirited conduct, compelled the states of Algiers to enter into an accommodation: but the terms insisted on by him, though equitable, and, in every respect, consistent with the laws of nations, being such as were incompatible with the temper of a state subsisting chiefly by piracy, it was broke off; and sir John had, a very few days afterwards, the satisfaction to make prize of one of their principal corsairs, mounting thirty-four guns. Being ordered home before he had been able to reduce them, a second time, to reason, he left sir Thomas Allen commander-in-chief in his room, as has been already shewn in the life of that officer. On his return to England he found the Dutch war on the point of being declared: it was, indeed, in consequence of the approaching rupture that he was recalled, in order that he might serve as rear-admiral of the red under the duke of York. This compliment paid him by his sovereign was particularly flattering to him\*. And it is reported by Campbell, that the advice given † by him to king Charles, would have tended much more to bring the war to a speedy conclusion than the conduct which really was pursued; be that as it may, the remainder of the first year, after hostilities were resolved on, passed over without an action, the Dutch quietly suffering themselves to be blocked up in their ports, by the superior fleet of the English. But from their great exertions made during the winter and ensuing spring, Obdam de Wassaneer was enabled to put to sea, in the month of May, 1665, with a fleet consisting of no less than an hundred and twenty men of war, besides fire-ships. On the 3d of June both the fleets met; and, after a long and very spirited contest, a most complete victory

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\* He hoisted his flag, first, in his old ship the Swiftsure, and, in 1665, on board the Royal Oak.

† To direct our operations principally against their commerce; in other respects, to act on the defensive only.



fell to the side of the English, a victory which hardly compensated for the lives of those gallant persons which were lost in obtaining it. Among these was sir John Lawson, who, on this occasion, had hoisted his flag on board the London. Wounded in the knee by a musquet-shot at the conclusion of an engagement, in which he had so earnestly laboured to acquire victory, he had, however, the satisfaction of seeing those labours crowned with their so much merited success. Being conveyed to Greenwich, the warmest hopes of his recovery were entertained for some days: but at length, according to the language of physic, matters taking an unfavourable turn, a gangrene commenced, and put a period to his existence on the 29th of June, 1665\*.

Such was the end of the gallant sir John Lawson, a man whose name deserves remembrance, and whose fame ought to be recorded, were it on no other account than his having said, "*that an officer had nothing to do with political discussions, or speculative opinions concerning government: his first, and indeed his only object ought to be, TO SERVE HIS COUNTRY.*"

MARTIN, Robert.—Nothing farther is known of this gentleman than that he commanded the Dover at the time of the restoration.

MIDDLETON, Hugh,—probably was the son or grandson of the celebrated sir Hugh Middleton, knight, who, in the reign of king Charles the first, projected and

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\* There is a curious and very interesting anecdote related of him by Clarendon, who gives him the following character. "There was an irreparable loss this day in sir John Lawson, who was admiral of a squadron, and of so eminent skill and conduct on all maritime occasions, that his counsel was most considered in all debates; and the greatest seamen were ready to receive advice from him. Just before he went to sea for the last time, he paid a visit to the chancellor and treasurer, and, after having opened to them the condition of his finances, which, it seems, were by no means in so flourishing a situation as the world in general thought them, he requested of them, (to use Clarendon's own words) that if he should miscarry in this enterprize, the king would give his wife two hundred pounds a year for her life; if he lived, he desired nothing; he hoped he should then make some provision for his family, by his own industry. The suit was so modest that they willingly informed his majesty of it, who as graciously granted it; so that the poor man went very contentedly to his work, and perished as gallantly in it."

perfected the scheme of supplying London with water: be that as it may, we are sorry we have nothing further to record of this gentleman, than that, in the year 1660, he was appointed, by the duke of York, to the command of the *Kinfale*.

**MOOTHAM, Peter**,—was made commander of the *Forefight*, by the duke of York, in the year 1660. He was not appointed to any other ship till the year 1665, when he was made captain of the *Princess*. He continued so till the following year, when he unfortunately fell in that action which terminated so fatally to the lives, though not to the glory, of such a number of his contemporaries, on the 4th of June, 1666.

**NIXON, Edward**,—was appointed captain of the *Phoenix* in 1660, of the *Mermaid* in the following year, and the *Elizabeth* in the year 1664, all by commission from the duke of York.—No further mention is made of him.

**NUTTON, Michael**,—was appointed captain of the *Norwich* in the year 1660, but never had any other command.

**POINTZ, John**,—commanded the *Richmond* in the year 1660, and the *Maryland Merchant* in the year 1664.

**POOLE, Jonas**,—was appointed to the *Leopard* in the year 1660, and the *Ann* in 1661, both by commission from the duke of York. In 1662 he was made captain of the *Newcastle* of fifty guns, by the earl of Sandwich, he being then under his command at Lisbon. In 1664 he was appointed, by the duke of York, first, to command the *Dover*, and, secondly, the *London*. The warrant authorising him to impress three hundred men, for the purpose of manning this ship, is published in the duke of York's *Memoirs*. In the following year he commanded the *Vanguard*, and, in all probability, died, or retired, soon afterwards, as, in the year 1666, we find that ship commanded by another gentleman.

**POOLE, Sir William**,—was descended from an ancient and honourable family established at Poole, in the hundred of *Wirral*, in *Cheshire*. Soon after the restoration he was appointed, by the duke of York, to command the *Martin*. In 1661 he was promoted to the *Charity*  
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of forty-six guns. In 1663 he commanded the *Advice*, and was re-appointed to the same ship in the year 1665. Soon afterwards, the action taking place between the duke of York and the Dutch, he was put into the *St. George*, in all likelihood to supply the place, *pro tempore*, of her former commander, who had either been killed or removed into another ship, as he does not appear to have been regularly commissioned by the duke of York, as lord high admiral. In 1666 he commanded the *Mary* of fifty-eight guns, by commission from the joint admirals, prince Rupert and the duke of Albemarle. In 1669 he was appointed, by the duke of York, to command the *Crown*; and, in the year 1672, successively commanded the *Jersey*, *Plymouth*, and *St. David*. Towards the end of this year he was commodore of the expedition sent against *Tobago*, sir Tobias Bridges commanding the land forces, and to his personal exertion the success is principally owing. The troops being landed, in their first attempt, either through the ignorance, or treachery of the guide, in a place extremely unfavourable to future operation, and where they were momentarily in danger of being cut off, captain Poole went, himself, on shore to superintend their re-embarkation, which was effected without loss. On the following day, the 19th of December, 1672, the troops were re-landed, under cover of the *St. David*, after she had endured a most tremendous fire, from all the forts and batteries, for five hours. The success attending this action was as complete as the undertaking was brilliant; a capitulation being immediately proposed, and the island surrendered without further bloodshed. For this service it is, most probable, he was knighted. On the 27th of February, 1676, he received a commission from the king \* to command the *Leopard*. In this ship he was sent commodore to Newfoundland, and from thence sailed, at the close of the year, as is customary, with the convoy for the streights. He returned to England, having the Streights fleet under his protection, in the month of May following. On the 11th of Sep-

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\* Who, since the passing of the Test Act, and the consequent retirement of the duke of York, had undertaken to manage the affairs of the navy himself.

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tember, 1678, he was, under the same authority, appointed to command the *Happy Return*, and again sent to the Streights, where he continued for some time, diligently fulfilling every thing that could be expected from a prudent and active commander, affording, on every occasion, all the protection in his power to our own commerce, and leaving no means unattempted to check the depredations of the corsairs. On the 21st of June, 1685, he was appointed to the *Samuel and Mary*, which is the last ship he ever commanded. It is somewhat singular that any man, more especially of sir William's rank and family consequence, should have continued five-and-twenty years in service and be so little noticed by historians. We must naturally conclude his character, and reputation as an officer was unblemished, or he would not have been so repeatedly entrusted with a command. We can, therefore, only lament, that Fortune so unkindly deprived him, as it has many others, of that opportunity of distinguishing himself, which, if seized, (as we have no reason in the world to suppose but that it would have been) would have placed him on an equality, in point of public fame, with the most gallant of his cotemporaries.

ROOTH, Sir Richard,—was appointed, by the duke of York, captain of the *Dartmouth*, in the year 1660: in 1663 he commanded the *Harp*: in 1664 he was recommissioned for the *Dartmouth*: in 1667 he commanded the *St. David*; and, in the following year, the *Garland*. During the time he commanded this ship, which was one of sir Thomas Allen's squadron, in the Mediterranean, he was left, by that admiral, to block up the port of Sallee. While he was employed on this service he had the good fortune to meet with four of their corsairs\* which were escorting home three prizes which they had taken. On captain Rooth's attacking them, in conjunction with cap-

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\* One on the 25th of September, (a pink of eight guns and eighty men) together with her prize. On the 27th of the same month they drove on shore the prize belonging to another corsair; and, on the 28th, the corsair herself, mounting twenty-two guns, and carrying one hundred and fifty men: on the 5th of October, they drove two more corsairs on shore, of eight guns and eighty men each, and with them a prize they had taken; by which service the naval force of Sallee was reduced to one single vessel, which was fitting for sea.

tain Bustow of the Francis, they all ran ashore and perished, together with their crews, to avoid falling into the hands of the English. The circumstance we observed to have taken place on a former occasion, of an officer's serving as a lieutenant, after having, for years, acted as a commander, occurs in the life of this gentleman. In 1672 he was made first lieutenant of the Victory, and in the following year resumed his former station of a commander, first, of the Lion, having again returned to the Mediterranean, and, secondly, of the Swiftsure. On the 9th of March, 1675, he was appointed, by king Charles the Second, to command the Adventure, on which occasion he received the honour of knighthood, and was sent to carry over to Tangier the earl of Inchiquin, lately appointed governor. Lastly, on the 12th of April, 1678, he was removed into the Monmouth: the command of this ship concluded his naval life. The observation made in the life of sir William Poole applies also to this gentleman.

SACKLER, Tobias,—was made captain of the Blackmore pink in 1660. In 1663 he commanded the Drake; and, in 1665, the Expedition of thirty-four guns. He commanded this ship in the engagement between the duke of York and Opdam; and, in the following year, was present also, in the same ship, at the two engagements between the English, under prince Rupert and the duke of Albemarle, and the Dutch under De Ruyter. It is not improbable this ship was, soon afterwards, taken or destroyed by the Dutch, as the name, either of herself or her commander, does not again occur.

SANDERS, Gabriel,—commanded the Tyger, by commission from the duke of York, in the year 1660; but does not appear to have served afterwards.

SANDWICH, Edward Montague, earl of,—was the only surviving son of sir Sidney Montague, the youngest of six sons of Edward, lord Montague, of Boughton: he was born on the 27th of July, 1625; and having married when little more than seventeen years old, entered very early, and warmly into the cause of the parliament, inasmuch that he commanded a regiment, raised by himself, under the earl of Essex, in 1643; and, in the month of May following, was present at the storming of Lincoln;  
in

which service his party beheld first that budding gallantry which afterwards unfolded itself with such conspicuous splendor. As a commander at the battle of Marston Moor, in the same year, he rendered himself equally remarkable; and, in consequence of these well-deserved laurels, was appointed one of the commissioners for adjusting the terms of capitulation for the city of York, although he had, at that time, scarcely attained his nineteenth year. The character he had so justly acquired, he maintained with undiminished lustre at the battle of Naseby, and the storming of Bridgewater and Bristol; and was pitched upon to announce the surrender of the latter place, to parliament, as a mark of particular distinction. Although he had hitherto, on all occasions, appeared a most zealous friend to the republican party, and had promoted its service with the most strenuous integrity yet, when the authority of parliament sunk before the sword of Cromwell, his adherents, and the army, Mr. Montague appeared in no respect the partisan of their newly and illegally assumed power. He was at length, however, prevailed on, by the artifices of Cromwell, to enter into measures his heart never approved, and support a motley system of government which he soon came to detest, and, in the end, to assist in the destruction of. Nevertheless, having embarked in the cause, he quitted that service, in which he had hitherto appeared as a meteor, to become a star of the first brilliancy, and magnitude in a station, which nothing short of consummate ability could enable him to fill, without exposing himself at once both to pity and derision. Mr. Montague, at the age of thirty, bred totally to the army, was appointed joint commander of the fleet with Blake, a man undoubtedly possessed of the highest gallantry, but, like himself, totally unacquainted with every principle of naval tactics; yet under these very men, even at their first outset in their new profession, the British flag spread every where a terror, and commanded a respect, which, without intending to depreciate, in the smallest degree, the merits of their successors, we may truly say, the greatest professional skill has never yet enhanced. The difficulties admiral Montague had to struggle with, even before he entered upon the regular duties of his command, would have been

been sufficient to have totally alienated from the service, the heart and mind of a man less bent on enterprize, and glory, than his own. He found both the officers, and men whom he was to command, and on whose exertion his own future fame was to depend, dispirited, discontented, averse to the service, and almost in a state of mutiny. Such, however, was his prudence, his conciliating manners, and, above all, his firmness, that, in a very short time, he had the satisfaction to find that degree of discipline restored, which is, in all enterprizes, necessary to second the bravery, and good conduct of those who are highest in command. In the beginning of the year 1656 he sailed, in company with his colleague Blake, for the Mediterranean, where many projects, worthy of so gallant a duumvirate, were mutually proposed to each other. But as prudence ought, on all occasions, to accompany gallantry, so after maturer consideration, these were rejected as too desperate, and romantic to be pursued by commanders, who had any other object in view than the destruction of their men. The expedition was not, however, altogether fruitless; the Spaniards were intimidated, the Algerines and other piratical states overawed, and the Portuguese compelled to enter into a treaty with Cromwell upon his own terms. In the month of September vice-admiral Stayner, who was under admiral Montague's command, attacked and captured the galleons in the road of Cadiz; but the particulars of that action, so highly characteristic of British gallantry, are with more propriety, it is hoped, related in the life of sir Richard. In the month of July, 1657, admiral Montague was appointed, by Cromwell, to command the fleet in the Downs. It was stationed there for the triple purpose of watching the motions of the Dutch, carrying on the war with Spain, and assisting the French in the reduction of Dunkirk. The service in which he was employed was by no means congenial to the temper and inclinations of the admiral, so that it is intimated, he more than once had it in contemplation to quit his command and retire; yet however disagreeable to him, and contrary to his own opinion, those measures might be, which he was appointed to carry into execution, he was a man of such strict honour as to fulfil them, on all occasions,

with

with the most rigid scrupulousness, thinking with Blake, and many other gallant men of the same day, "that an officer had never any thing to do with the propriety of orders; his only duty was to execute them." The personal intimacy in which he had ever lived with Cromwell, as it might tend considerably to outweigh his private sentiments, and retain him in the service, so, in all probability, it very much recommended him to his successor, Richard. The only wise step taken, during his short-lived elevation to the protectorate, was that of sending a strong fleet into the Baltic, under the command of admiral Montague. The high opinion entertained of him by Richard, is apparent from a letter written him with his own hand, in which he desires him in all cases, but more particularly in what concerned the honour of the flag, rather to have recourse to his own discretion, than to consider himself as bound by the tenour of his orders. The same measures being adhered to, notwithstanding the deposition of Richard Cromwell; the parliament, jealous, perhaps, of the great ability as well as popularity of the admiral, thought proper to send with him, as honourable spies on his conduct, sir Robert Honeywood, colonel Algernon Sidney, and Mr. Boon, with the title of their commissioners, whom he was obliged, by his orders, on all occasions to act in conjunction with. As a still greater mark of disrespect, if possible, they superceded him in the command of his regiment of horse, which, notwithstanding his naval appointment, he had been suffered to retain during the whole of Cromwell's administration. On his arrival in the Sound he appeared, at once, in a new character; and, from the ability displayed in his negotiations, proved himself as able a politician, as he was before esteemed a commander. All matters being settled between king Charles the Second (then in Holland) and himself, his next necessary step was to draw over the parliamentary commissioners, from whom he had every possible opposition to apprehend, as aids of his intended future plan of operations, without their being conscious of the trap that was laid for them. It may readily be supposed this was a matter of no small difficulty, when it is considered he had to deal with a man of Sidney's political penetration. Nothing, however,



ever, is impossible, or even difficult, to great minds. The council of war, of which Sidney was, of course, a member, either persuaded by the eloquence of the admiral, or ignorant, so plausible were his arguments, how to object to measures they in truth disliked, at length unanimously agreed to return to England. A step, of all others, most ruinous to the republican cause, and consequently most favourable to that of royalty. On his return, notwithstanding the clamour against him was excessive, he acquitted himself with so much clearness and ingenuity, that the most violent among his enemies were almost converted into his admirers. Matters had, however, taken a very different turn from what was expected. Sir George Booth, who headed and directed the land insurrection, was defeated and committed prisoner to the Tower; and Lawson, universally esteemed, as well from his religion as his politics, a thorough-paced republican, was appointed to supercede Montague in the command of the fleet. How short-sighted is political wisdom when the prejudice, or influence of party, which first erected its controul, begins to waver! Montague, after having explained his conduct to the then parliament, retired to his own estate; but on Monk's entering England, was requested to resume the command of the fleet. Here he found Lawson strangely converted from a supposed vehement opponent, into a steady supporter of his scheme and wishes: the event consequent to this formidable coalition of power, influence, and abilities, is well known. Admiral Montague having had the happiness, as well as the honour of convoying Charles the Second to England, was, immediately on his landing\*, in testimony of that monarch's esteem, made a knight of the garter, and, a few days afterwards, appointed lieutenant-admiral under the duke of York, captain-general of the Narrow Seas, and master of the wardrobe. On the 14th of July following he was created baron Montague, viscount Hinchinbroke, and earl of Sandwich. In the month of Sept. having hoisted his flag on board the Resolution, he convoyed the princess of Orange to England. In the month of June, 1665, he was appointed admiral and commander-in-chief of the

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\* Two days after, on the 28th of May.

fleet bound to the Streights; and having hoisted his flag on board the Royal James, he set sail, on the 19th of June\*, in company with sir John Lawson, who served as vice-admiral under him. On the 29th of July he arrived off Algiers, which he found so well protected by forts and batteries, that he was able to effect nothing of greater consequence than burning a few of their ships, and throwing the inhabitants into the most dreadful consternation. His own fleet having suffered very materially in their sails and rigging, he thought it adviseable to draw off. He then sailed for Tangier, having left Lawson, his vice-admiral, with a sufficient force, to block up the port, and restrain those depredations he had so gallantly, though fruitlessly, endeavoured to destroy the source of. Having executed his commission at Tangier, the object of which was, to receive possession of the place on the part of king Charles, as being included in the portion given with the Infanta of Portugal, his intended queen, he left the earl of Peterborough in command there, with an English garrison. From thence he repaired to Lisbon, where taking the Infanta on board, he convoyed her to England, and landed her in safety on the 14th of May, 1662. From this time, to the year 1664, the earl of Sandwich had no opportunity of manifesting that gallantry which, on all possible occasions, blazed forth with such uncommon lustre. On the first prospect of the Dutch war he was sent commander-in-chief of a fleet fitted out to attend, and watch the motions of the enemy. He hoisted his flag, first on board the Royal Charles, and afterwards shifted it, in succession, before the conclusion of the year, to the London, the Revenge, and the Prince: but war not being declared till the month of March following, that courageous and enterprising spirit, which was on all occasions so conspicuous in this noble person, was not called into action. In 1665 he commanded the blue squadron under the duke of York; and chiefly owing to his particular exertions, a considerable number of the enemy's merchant ships were

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\* " On the 23d of April preceding, at the king's coronation, he carried king Edward's staff, and was universally looked upon as one of the principal ministers."

captured, 130 sail, out of their Bourdeaux fleet, being taken at one stroke, the greatest part of which were condemned. On the 3d of June, by his own bravery and gallantry, he laid the first foundation of that victory which was afterwards so completely atchieved by the further exertions of himself, and others, his noble associates\*. On the duke of York's quitting the command of the fleet, it was conferred on the earl, and no one surely had a greater claim to that honour. Having hoisted the standard, as substitute for the lord high admiral, he sailed from Torbay, for the coast of Holland, on the 5th of July, having under his command a fleet of sixty sail. Finding, on his arrival off the Texel, that there was no likelihood of the Dutch fleets being able to put to sea for a considerable time, he steered northward, in the double hope of intercepting De Ruyter, who was known to be on his return, by that course, from Newfoundland, and capturing or destroying the Turkey, and East India fleets, which, it was reported, had taken shelter in Berghen. Fortune, and that only, baffled his expectations in both instances; De Ruyter after having escaped him †, arriving in safety in Holland, and the expedition against Berghen, on which service he detached fourteen men of war under the command of sir Thomas Tiddeman, an officer of consummate gallantry and high reputation, failing, either through the duplicity of the Danish governor, or, as he pretended, the want of sufficient instructions. We may add to the account, that misunderstanding and mutual want of confidence which almost ever exists in court negotiations, when they deviate, in the smallest instance, from the strict line of national honour. The ill-success of this expedition, as it affords

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\* This circumstance is thus related by Lediard: "There was no visible advantage till about one o'clock at noon, when the earl of Sandwich, with his blue squadron, falling into the centre of the enemy's fleet, separated it into two parts, and thereby made a great step towards the victory, and putting the enemy to that confusion, which, in the end, brought on a general flight."

† As is thus related in the life of De Ruyter: "Advice was sent to him that he should, with his fleet, hasten home with all expedition; which he obeying, slyly slipped by the English fleet, wrapped in mist, as men with cloaks about their mouths than the company of those whom they are not willing to meet."

the only *possible* opportunity, so it has not been neglected by some historians, as the only chance they had of venting their own spleen, and attempting to affix the appearance of stigma on the character of this noble earl. It is evident, however, his too great nicety in paying a proper respect to the negociation he understood was entered into, between Charles the Second, and the king of Denmark, touching the neutrality and non-interference of the latter, during the proposed attack; was the first, and, indeed, only cause of this miscarriage. For it appears generally admitted by all parties, that, if the earl had followed the bias of his own private inclination and judgment, and, disregarding the agreement, as he then thought, and ever after continued to consider it as a dishonourable act, had ordered the Dutch fleet to be attacked at first, without allowing them time to fortify themselves, the whole, or, at least, a very considerable part of them would either have been taken or destroyed. The earl had, however, the good fortune to fall in with part of this very fleet, under the convoy of De Ruyter, on the 4th of September, when, notwithstanding it blew a heavy gale of wind, it appears, from the concurrent testimony of *our* best historians, he captured eight men of war, twenty merchant ships, and two of their richest Indiamen. But the author of the life of De Ruyter gives the following account of this transaction. "In his going he met not with the English fleet, but in his return was discovered and attacked by the earl of Sandwich, when finding himself too weak, his charge great, and the windes very high, with a running fight made the best of his way; and, with the loss of two great East India ships, some other merchantmen, and five men of war, he brought his fleet into the West Indies." The success of the earl did not end here, for, on the 9th of the same month, a part of his fleet fell in with, and captured fourteen, out of eighteen, merchant ships, together with four men of war, which were the convoy. Notwithstanding the partial miscarriage of the expedition, the earl was, on his arrival, received with the strongest marks of favour by his sovereign, and the loudest acclamations by the people. Yet Rapin is pleased to assert, that Charles was so much chagrined at his conduct, that, on his return home, "*instead of continuing*

sending him in the command of the fleet, he sent him ambassador to the court of Spain." The account given by Campbell is much more candid. He attributes his removal to the most probable, and, in all likelihood, the real cause; the necessity Charles was under of sending a person of extensive abilities as ambassador-extraordinary to the court of Spain\*. And, surely, when we candidly consider the character of the earl, no person can blame the choice made by the king on this occasion. Esteemed as great in the cabinet, as he had already shewn himself, to the world, in the field, the court of Madrid appeared to consider him as the arbiter of its future conduct. When his arrival was expected, the Spaniards were in the utmost agitation and anxiety, as though they regarded him a phenomenon of Nature. On his landing at the Groyne, on the 28th of April, 1666, he was not only received with the most unusual, though not unmerited, honours, but these were also continued in every town and province he passed through, on his way to Madrid. Even a slight indisposition, with which he was attacked, was of sufficient consequence to alarm the whole nation, a nation (particularly at that day) not remarkable for its attention or condescension to strangers; however high their rank, or dignified the commission, they bore. His reception at Madrid, where he arrived on the 28th of May, was equally splendid with his entertainment on his journey thither; and that nothing might be wanting in the respect universally shewn him, he was entertained, most magnificently, for some days †, at the queen's expence. On the 30th day of June he had his first public audience, which had been thus long deferred, as well on account of the queen's indisposition, as that this reception being a public act might be in no sort inferior to the honours already paid him. Having entered on the business he was charged with, the Spaniards hardly knew which to admire most, his perspicuity in arranging, or courtesy in

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\* And his (the king's) fear, that, by continuing the earl in employment, whose conduct, in the action of the 3d of June, had been so much praised, he should appear to countenance the popular clamour against the duke of York, whose behaviour had been as much censured.

† The allowance on this occasion was 87l. sterling, per diem.

setting points in which he differed from them in opinion. So much did his behaviour win to him the good opinion of those with whom he was employed to negotiate, that, notwithstanding he had such a variety of interests to consult, in managing such parts as related to our commerce, he had address enough to carry every point in a treaty, consisting of forty articles, not only according to the utmost of his own wishes, but those also of the nation he represented. This being signed on the 13th of May, 1667. His next step was, under the mediation of the British court, to accommodate the difference which had so long subsisted between Spain and Portugal. This must be considered as a task of uncommon difficulty, when it is reflected that, perhaps, no measure in the world could be more grating to the Spanish nation than making peace with Portugal, and of course acknowledging it to be an independent kingdom. Nevertheless, so successful was the earl in pointing out the ruinous and fatal consequences that would attend the continuance of the war; so persuasive were his general arguments in favour of a reconciliation; that the Spaniards relaxing from that punctilious pride which had so long prevented an accommodation, a treaty of peace, between them and the Portuguese, was signed at Lisbon on the 13th of February, 1668. This arduous undertaking being accomplished\*, the earl returned to Madrid, where, having completed every object of his mission, and convinced the Spaniards of the wisdom and policy of courting and maintaining an alliance with the British nation, he quitted that kingdom, leaving it universally impressed with the highest opinion of his ability, and the utmost confidence in his political integrity. He arrived at Portsmouth on the 19th of September, 1668. And as he had, through the whole of his embassy, received the greatest personal attention both from the king and the duke of York, so, on his return, he was received, by them, with the most cor-

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\* On which occasion, to use Campbell's own words, "He was complimented, both by the king and duke, under their hands, and his great services acknowledged in such terms, as they most certainly deserved; which letters do no less honour to the memory of the princes who wrote them, than his to whom they were written."

dial respect, and every possible testimony of the regard and high opinion they entertained of him. According to Campbell, he was, on the 3d of August, 1670\*, sworn, by the king's command, president of the council of plantations. It is intimated also, that this appointment was thought of, not merely on account of his merit, but as a *douceur*, or retainer, to engage him to enter cordially into such measures as the king and his brother were then contriving. This may be a very great compliment to the earl's political abilities and influence; but either Campbell or Beatson are mistaken, in point of fact. According to Beatson, Edward, earl of Sandwich, was nominated, by king Charles, a member of the council of trade and plantations, on the 7th of November, 1660, when that board was first erected, by the king's order. On this institution being sanctioned by parliament, and a regular commission issued on the 20th of October, 1668, the name of the earl of Sandwich was omitted. The second commission was not, according to Beatson, issued till the 16th of April, 1679, seven years after the first earl's death, when we find the name of Edward, earl of Sandwich, as second commissioner, who, if the dates are correct, must have been the son of the first earl. Hence it appears, there is an evident mistake made by one or the other; but by which of them we will not take upon us, peremptorily, to decide. Campbell, who appears ever willing to do all possible justice to the memory of this great man, says, that "*in this capacity (that of commissioner of plantations) as well as in that of vice-admiral and privy counsellor, he gave no small disturbance to the cabal: for, in the first place, he was a sincere and zealous Protestant; next, he was a true Englishman, loyal to his prince, but steady in the cause of his country; an enemy alike to faction, and to every thing that looked like arbitrary power.*" To this we can readily assent, for the uniform opinion entertained of his merit, by historians of all ranks and parties, and the testimony they have, probably

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\* We are, in proof of this fact, referred, by him, to the Gazette of that date; but no such article of intelligence is to be found in it.

in opposition to their own wishes, been, as it were, compelled to bear to his manifold virtues, is a much more convincing proof, to posterity, of their existence, than either the favour of princes or the applause of the populace\*. At the commencement of the second Dutch war, in 1672, he returned, fatally for himself, to the service; and having hoisted his flag on board the Royal James, put to sea as admiral of the blue squadron. At the battle of Solebay he led the van of the British fleet, and is reported, in the Gazette of the 30th of May†, to have begun the action with his own ship, by firing on Van Ghent‡. Many persons have, in different ways, taken upon them to account for the conduct of the earl; and after having courteously endeavoured to degrade valour into obstinacy, have started a myriad of conjectural reasons, why his mind, in the state it then was, should prefer perishing wantonly, with his ship, to the resolution of quitting it, as, according to them, he might have done, with honour. The first suggestion is at the expence of the duke of York, who is reported to have answered him slightly, at a council held the evening before the action, when the earl proposed that they should put to sea, as he apprehended the fleet, in the position it then lay, ran some risk of being *surprised* by the Dutch. Others rather attribute it  
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\* It appears by the following extract, taken from the Gazette, that the earl of Sandwich was employed during the year 1670, but no notice is taken of it in any other document or history we have seen.

“Dover, May the 21st, 1670. The 15th instant, about six in the morning, arrived here her royal highness the dutchess of Orleans, attended by a number of persons of the first distinction, having the day before embarked with her train, upon the men of war and several yachts, under the earl of Sandwich, vice-admiral of England.——  
Gazette, No. 471.”

† No. 681.

‡ The following plain, and, we believe, accurate account is given of this action, by the author of the Life of De Ruyter: “The fight began betwixt the earl of Sandwich and Van Ghent; it was terrible and bloody, especially between the blue squadron and Van Ghent, who, in the beginning of the battle, was shot to death. The brave earl of Sandwich, who was resolved to pawn his life for his honour, overpowered with a number of men of war and fireships, and a hardy Dutch captain, Adrian Brackell, having laid him aboard athwart the *hawse*, yet still continued the fight with such unshaken courage, that  
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to the conduct of sir J. Jordaine\*, who is said to have quitted him, in his distress, to repair to the assistance of the lord high admiral, then much pressed, It is an easy matter, in after times, to account, *at least plausibly*, for a man's conduct. We argue till we ourselves become thoroughly convinced of the certainty of what we originally advanced in doubt, and supposition only. That the earl perished, is a fact; but that he did it wantonly, and rashly, is by no means so clear. He probably, and justly, thought he should have derogated from that character of a great and valiant captain, which he had ever maintained, if he had left his ship while there remained the slightest hope of saving her from destruction, or while any of her unfortunate crew remained behind, to perish in her, without him. To these ideas may be added the difficulty, or, perhaps, impossibility, of his escape, when matters became too desperate even for hope. It is most likely, however, at that last period, from the appearance of his body when taken up; that the earl did endeavour to save himself by swimming† and perished in the attempt‡.

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he sunk two or three of the fire-ships that had grappled with him, and forced the Dutch captain to call for quarter; but, at last, his ship being unhappily fired by a third fire-ship, was burnt, and he himself, with many persons of quality, bravely, but unfortunately perished, to the grief of the king, his master, and unspeakable regret of his country, having left to posterity an immortal proof, that valour, crowned with honour, does not shrink, but swells by its own reward."

\* "Some short time after sir Joseph Jordaine (our barge having been with him and given him my lord's commands) past by us, very unkindly, to windward, and with how many followers of his division I remember not, and took no notice of us at all, which made me call to mind his saying to your royal highness, when he received his commission, that he would stand between you and danger, which I gave my lord an account of, and did believe, by his acting, yourself might be in his view in greater danger than we; which made my lord answer me, we must do our best to defend ourselves alone."

Sir Rich. Haddock's Letter to the Duke of York.

† We have thought it necessary to trespass thus far on the patience of the reader, in the humble hope of rescuing the memory of the noble earl from what we think most unmerited charge, obstinacy and rashness.

‡ In the certificate of his funeral, preserved among the archives of the heralds college, the following account is given. "He did, in the naval battle fought with the Dutch, upon Tuesday the 28th of May,

Such was the unfortunate end of Edward, earl of Sandwich\*, a man, brave, courteous, affable, the steady constant friend to freedom and his country, and the uniform opponent of faction and oppression. In war, cool, circumspect and determined; in the heat of battle, prudent and spirited; in peace alone, mild and gentle. Considered as a politician, ever wary in the midst of surrounding intrigues; as a commander, ever collected in the centre of ten thousand perils. In him the seamen lost a father, the officer a friend, and the king a most faithful honest subject. His body being taken up at sea, about a fortnight afterwards, by a ketch belonging to the king, was carried into Harwich, where, by the order of sir Charles Littleton, the governor, it was embalmed, and honourably disposed, till the king's pleasure was known concerning it. "For the obtaining which, his majesty was attended at Whitehall, the next day, by the master of the said vessel, who, by sir Charles Littleton's order, was sent to present his majesty with the george found about the body of the said earl, which remained, at the time of its taking up, in every part unblemished, saving some impressions made by the fire upon his face and breast: upon which his majesty, out of his princely regard to the great deservings of the said earl, and his unexampled performances in this last act of his life, hath resolved to have his body brought up to London, there, at his charge, to receive the rites of funeral due to his great quality and merits."—Gaz. No. 685. The singular honour paid to this noble person will probably justify us in inserting the account †, as published in the Gazette, No. 691.

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May, 1672, so heroically signalize his courage and conduct, that, being admiral of the blue squadron in the royal navy then engaged, he bore the first brunt of the battle; and, after long resistance, and sinking and disabling divers of the Dutch ships, the ship, the Royal James, which his lordship commanded, was fired, *wherein staying until the last, he was forced to put himself to the mercy of the seas, wherein he perished.*"

\* In the forty-seventh year of his age. He married Semima, daughter of John, lord Crew, by whom he had issue, Edward, afterwards earl of Sandwich.

† More particularly as no naval historian has hitherto thought proper to insert it.

“ Whitehall,

“ Whitehall, July 3, 1672.—This day was performed the interment of the right honourable Edward, earl of Sandwich, whose body was taken up at sea, after the late engagement of his majesty's fleet with the Dutch, in which this noble earl so extraordinarily signalized his courage and conduct, that his majesty, out of a high sense of his honour and merit, was pleased to order his interment to be at his majesty's expence; whereupon all things being prepared for the proceeding from Deptford, where the body was taken out of one of his majesty's yachts, it was in order following:

“ First a mourning barge, covered with cloth, in which were the standard and guidon, borne by two gentlemen of quality, two officers of arms, trumpets and drums all in mourning.

“ A second barge, also covered with cloth, in which were six officers of arms, in their coats, bearing the coats of arms, helm and crest, and sword, target, gauntlet and spurs of the defunct, the great banner being placed at the head of the barge.

“ A third barge, covered with velvet, in which was the body, covered with a large sheet, and pall of velvet, adorned with escutcheons, and an earl's coronet upon a velvet cushion at the head, six bannerols being fastened on the outside of the barge; at the head was the flag of union, and at the stern six trumpets with banners; the top of the barge was adorned with six plumes of black feathers; and in the midst, upon four shields of his arms, joining in point, an earl's coronet.

“ The fourth mourning barge, for the chief mourner, covered with cloth without any ornaments; after which their majesties and royal highness's barges, with divers others of the nobility, as well as of the lord mayor, and the several companies of the city. As the proceeding passed by the Tower, the great guns were discharged there.

“ In this order they passed from Deptford, and, about five o'clock in the evening, came to Westminster-bridge\*, where the body was taken out of the barge, and proceeded thence to the abbey in manner following:

“ The marshal's men.

“ Four conductors with black staves.

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\* A causeway so called at that time.

- “ Fifty poor men in gowns.
- “ Forty watermen in mourning coats.
- “ Drums and trumpets.
- “ Officers of arms.
- “ The standard, borne by a person of quality related to the defunct.
- “ Servants to gentlemen, esquires, and knights.
- “ Servants to the defunct.
- “ Trumpets.
- “ Officers of arms.
- “ The guidon, borne by a person of quality of relation to the defunct.
- “ Gentlemen, esquires, and knights.
- “ Chirurgeon, physician, secretary, and chaplains to the defunct, in mourning hoods and gowns.
- “ The steward, treasurer, and comptroller to the defunct, with white staves, in gowns and hoods.
- “ The bishop of Oxon.
- “ Trumpets.
- “ Serjeant trumpeter.
- “ Two officers of arms.
- “ The flag of the union and the great banner, borne by two persons of quality of relation to the defunct.
- “ Six officers of arms, bearing the spurs, gauntlet, helm and crest, shield, sword, and coat of arms.
- “ A coronet upon a velvet cushion, borne by a king of arms.
- “ Then the body, the pall supported by four persons of honour.
- “ On each side of which were the six bannerols, carried by six persons of quality, and of relation to the defunct.
- “ After the body, garter, principal king of arms, between two gentlemen ushers, preceding the chief mourner, whose train was borne by a gentleman; then followed eight earl's assistants, all in mourning gowns and hoods; then divers of the nobility and privy council, according to their respective dignities; preceded by a gentleman usher in short mourning.
- “ In this order they proceeded to the west end of the abbey (through a double lane of his majesty's guards, who were drawn up on both sides the streets) where the dean, pre-

prebends, and quire received them, and so went into Henry the Seventh's chapel, where the body was interred in a vault on the north side of the quire; which done, the officers broke their white staffs, and garter proclaimed the titles of this most noble earl deceased."

SHARLAND, James,—commanded the Fox at the time of the restoration. In the year 1664, he was appointed to the Harp; and in the following year to the Mary yacht. This appears to have been his last command.

SPARLING, Thomas,—appears to have been employed under the commonwealth: and, among other services, in the year 1653, he took a prize from the Dutch, with twelve hundred thousand pieces of eight on board. He was appointed, by the duke of York, to command the Assistance soon after the restoration.

STAYNER, Sir Richard,—was commander of a ship of war, during the protectorate, in 1655. In conjunction with a captain Smith he took a Dutch East India ship of eight hundred tons burthen, having on board four chests of silver. In 1656, with three frigates under his command (*the Speaker, his own ship, the Bridgewater, and the Plymouth*) he fell in with the Spanish flota, consisting of eight sail. Disproportionate as their numbers were, he hesitated not a moment to attack them: he did it with such gallantry and success, that, in a few hours, one of them was sunk, a second burnt, two were captured, and two driven on shore; so that of their whole fleet, two ships, or, as it is asserted by some, one only made its escape into Cadiz. The treasure alone captured on this occasion, amounted to six hundred thousand pounds sterling; so that captain Stayner returned to England not only crowned with glory, but loaded with wealth. In the following year he again sailed with the fleet, under the chief command of Blake, for the purpose of intercepting the Spanish West India fleet a second time. When they had cruised off Cadiz for some days, Blake received intelligence that the flota had taken shelter in the bay of Santa Cruz. Having arranged their ships with the utmost care and judgment; and those ships being also supported by a considerable number of forts and batteries on shore, the Spaniards vainly thought themselves so perfectly secure,

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in case of an attack, that their admiral sent Blake an open defiance, by a neutral ship which sailed out of the harbour after the arrangements had been completed. On reconnoitering the force and position of the enemy, the English admiral found it would be impossible to bring off the enemy's ships, though gallantry and prudence might render it possible to destroy them. Stayner was immediately detached to begin the attack; and being soon after supported by Blake with the remainder of the fleet, the Spaniards were, in a very few hours, driven out of their ships and breastworks. The former were instantly taken possession of by the English; and it being impossible (as had been foreseen) to bring them off, they were all set on fire and burnt to the water's edge. Clarendon's eulogium on this spirited and gallant action is too remarkable to be omitted. "The whole action (says he) was so miraculous, that all men, who knew the place, wondered any sober men, with what courage soever endowed, would ever have undertaken it; and they could hardly persuade themselves to believe what they had done! whilst the Spaniards comforted themselves with the belief, that they were devils, and not men, who had destroyed them in such manner."—Cromwell thought so highly of the conduct of captain Stayner, that he conferred on him the honour of knighthood. The destruction of the ships at Santa Cruz concludes the naval transactions of the protectorate; the death of Cromwell took place soon afterwards, and sir Richard Stayner had no further opportunity of exhibiting that gallantry for which he was, as has been already shewn, so remarkably distinguished. On the eve of the restoration, tired with the anarchy and confusion that had so long prevailed, and become a thorough convert to the principles of regal government, he again entered into service, being one of the commanders under Montague, (afterwards earl of Sandwich) who went with the fleet to receive Charles the Second. This service being effected, he received, from the hands of that sovereign, a *legal* knighthood, and was constituted rear-admiral of the fleet. He hoisted his flag, by appointment of the duke of York, lord high admiral, on board the *Swiftsure*. The following year he served in the same station, having removed his flag into the *Mary*. The nation being at peace, no opportunity was offered

to this brave man of adding to those services he had already rendered his country. Although no notice is taken of such an event, by historians, which is somewhat singular, considering the eminence of this person, it is most probable he died soon afterwards, as no mention is ever made of him after the year 1661\*.

STOAKES, John,—was also captain of a ship of war during the protectorate. Joining in the restoration of Charles the second, he was soon afterwards appointed, by the duke of York, to the command of the Royal James. The following year he was removed into the Assurance, and presently afterwards into the Amity. In 1664 he was removed into the Triumph. This was the last ship he ever commanded.

STREATE, Richard,—commanded the Hart pink at the time of the restoration. No farther notice is taken of him.

SWANLEY, Richard,—commanded the Eaglett ketch at the time of the restoration. He did not serve any more till the year 1666, when he was appointed, by the duke of York, lieutenant of the Anne; and was soon afterwards removed into the Triumph, by prince Rupert and the duke of Albemarle.

TATTERSAL, Nicholas,—was appointed commander of the Sorlings in 1660, and in the following year was removed into the Monk.

TATNEL, Valentine,—commanded the Adventure, by commission from the duke of York, soon after the restoration.

TIDDIMAN, Sir Thomas,—was made commander of the Resolution in 1660; in 1661 of the Fairfax; in 1663 of the Kent; and in the following year of the Revenge; and afterwards of the Swiftsure. On his removal into this last ship, he was appointed rear-admiral of the squadron, sent into the Channel, under the command of the earl of Sandwich, on the probability and prospect of the Dutch war. These several appointments having taken place in the time of profound peace, nothing memorable occurs in the life of this very brave and deserving officer till the year 1665, when he hoisted his flag, as

\* In the duke of York's Memoirs is a letter of recommendation, written by the duke of York's order, to sir Richard, in behalf of a young gentleman volunteer, dated May the 7th, 1661.

rear-admiral of the blue, on board the Royal Catherine. Having already given him, in concise terms, that character for gallantry he so truly merited, it becomes a species of tautology, useless, except for the purpose of connecting the Narrative, to say he eminently distinguished himself in the engagement with the Dutch fleet under Opdam. At the return of the fleet into port, as a proof that the gallantry of commanders ought never to pass unnoticed by the sovereign, Charles the Second made an excursion for the special purpose of honouring, and rewarding such, as had rendered themselves most conspicuous. Among the first of those selected on this occasion, was admiral Tiddiman, who, as a mark of his royal master's gratitude, received the honour of knighthood. On the duke of York's quitting the command of the fleet, and the appointment of the earl of Sandwich in his room, sir Thomas was promoted to be rear-admiral of the red. He was soon afterwards detached, by his commander-in-chief, with fourteen men of war and three fire-ships, to attack the Turkey and India fleet belonging to the Dutch, which, in consequence of Opdam's disaster, had taken refuge in Berghen. A kind of negotiation, not very honourable, it must be candidly confessed, to either party, had been opened between the English and Danes; the result of which was, that in consequence of a proper douceur, the Danes, to whom the distressed Hollanders had flown for succour, should remain perfectly passive during the intended attack. Owing to some of those fatalities, or mistakes, to which a business of so complex and unfair a nature must be ever liable, the Danish governor had not received the necessary orders from his court, when the English squadron made its appearance. It was in vain he requested a delay, for three or four days, of the purposed mischiefs. Those who have behaved with duplicity, or treachery, on one occasion, can rarely act otherwise than to render themselves suspected in all. The admiral either doubted the sincerity of the Danish court, or wished to punish it for its want of punctuality, by attacking the Dutch before the promised orders arrived: as by that means the treaty became void; in consequence of which the king of Denmark was to be rewarded for his breach of hospitality, with half the plunder that should be acquired.



acquired. It was determined, in a council of war, to take, by force, that, which till then, it had only been hoped to obtain possession of, through connivance. Tiddiman began the attack with his usual gallantry; but that conduct which had so lately procured him, and his brave associates, such signal success, when engaged in fair contest with the enemies of his country, was insufficient to ensure a continuance of it, now the service, in which he was engaged, ceased to be perfectly void of political trick and chicane. The Danish governor not having, as yet, received orders to the contrary, held himself bound in honour, as well as compliance with what are called the laws of nations, to defend those who had placed themselves under his protection. The spirit with which the Dutch defended their ships, aided by the fire made from the castle, and a line, on which were mounted one-and-forty pieces of heavy cannon, became an enemy too formidable for the English squadron to cope with; so that, after a tremendous cannonade of several hours continuance, by which half the ships in the squadron were totally disabled: sir Thomas, blameless in every other respect, except that of having, unhappily, been the agent appointed to carry into execution an enterprise from which, even if successful, nothing could result but disgrace and dishonour, was glad to retreat, in the best manner the shattered condition of his ships would permit him. On the following day the long expected orders arrived; but, in consequence of the late event, the governor still refused to admit the English squadron, till he had received fresh instructions from his court; and sir Thomas spurning under his late disaster, returned to England sullen, and in disgust. In the month of May, 1666, he was, on prince Rupert's quitting the fleet with the white squadron, appointed to serve as a temporary rear-admiral of the white; and so much did he distinguish himself in the unfortunate action between the duke of Albemarle and the Dutch, that it was, for some time, currently reported, Van Trump's ship was sunk by the fire of the Royal Catherine. On the return of the fleet to refit, he was, on the 12th of June, promoted to be vice-admiral of the white: the squadron which, in the second engagement with the Dutch, in 1666, so much contributed to the complete victory obtained over them, by the very furious manner

in which it attacked the van of De Ruyter's fleet. The Royal Catherine was so roughly treated, as to be obliged to quit the line to refit. No greater encomium can be passed on the behaviour of our admirals and commanders in this action, than to say they had the honour of totally defeating three such men as De Ruyter, Evertzen, and Van Tromp. No mention is made of sir Thomas, as having been concerned in any of the naval operations of the ensuing year; nor have we been able to obtain any further information concerning him, except that he commanded the Cambridge in 1668.

TITSELL, Samuel,—was, in the year 1660, made commander of the Pembroke. In 1661 he was appointed to the Sapphire; and, in 1663, to the Westergate. In the last ship he unfortunately perished, being cast away, in the West Indies, soon afterwards.

TYRWHIT, John,—was, on the 20th of September, 1660, appointed, by the duke of York, captain of the Happy Return. In 1661 he commanded the Assurance: in 1663 the Providence. In 1665 he was promoted to the Reserve, a fourth rate of forty-eight guns. In 1666, on the promotion of sir F. Hollis from the Henrietta to the Cambridge, he was appointed to succeed him in the command of the former ship. In 1668 he commanded, first, the Swallow, and, afterwards, the Speedwell. In 1669 he commanded the Falcon; and in the following year, 1670, the Adventure. From this period he appears to have retired from the service for a considerable time, as we find him no more employed till the 11th of July, 1686, when he was appointed, by king James the second, captain of the Tyger. On the 22d of April, 1687, he was removed into the Nonsuch; and on the 15th of September following into the Cambridge. This was his last command; but whether he died soon afterwards, or retired from the service in consequence of his attachment to his former master, we have not been able to discover.

WAGER, Charles,—was appointed to command the Yarmouth, in 1660, by the duke of York; and, in 1664, was promoted to the Crown. He died, at Deal, on the 24th of February, 1665.

WHITING, Richard,—of Lowestoffe in Suffolk, was made captain of the Diamond in the year 1660, but never commanded any other ship.

.WILGRESS,

**WILGRESS, John**,—commanded the *Bear* at the time of the restoration. In 1664 he was appointed, by the duke of York, to command the *Hector*; and was removed, the same year, into the *East India Merchant*, a fourth rate of fifty-four guns. In 1665, he again commanded the *Bear*, but quitted her, soon afterwards, for the *Marmaduke*. In 1666 prince Rupert, and the duke of Albemarle, promoted him to the *House de Switen*, a man of war, taken from the Dutch, of seventy-six guns. In 1670 he was appointed to the *Welcome*; and, in the following year, to the *Assistance*. The time of his death is, like that of many of his gallant predecessors, totally unknown.

**WILLIAMSON, Robert**,—was appointed to command the *Harp* soon after the restoration.

**WOOD, John**,—commanded the *Sophia* at the time of the restoration. In 1665 he was appointed to the *Providence*; in 1666 to the *Unicorn*\*; and, in 1667, to the *John*, all three being fireships. In 1671 he served as lieutenant of the *St. Andrew*. In the following year he was appointed captain of the *Kent*, a fourth rate; after which he had no command.

**WOOD, Walter**,—was appointed captain of the *Princess* in 1660. In 1664 he was commander of the *Convertine*, and soon afterwards removed into the *Henrietta*: in this ship he gloriously fell, in the hour of victory, being killed in that ever memorable action, between the English and Dutch fleets, in June, 1666.

## 1661.

**ALLEN, Francis**,—was appointed commander of the *York* in the year 1661. No farther mention is made of him.

**BEACH, Sir Richard**,—was made captain of the *Crown* at the same time the last-mentioned gentleman was ap-

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\* In this year also he was employed at Bristol as a regulating captain; and so popular did he render himself, that at a time when seamen were particularly wanted, he raised upwards of two hundred seamen in three days, men flocking from all parts to enter with him.

pointed commander of the York. In 1663 he was promoted to the Leopard of fifty-six guns, and sent as convoy to the Turkey fleet; his commission for this purpose, bearing date December the 14th, 1663, being inserted in the Memoirs of Naval Affairs, from the year 1660 to the year 1672, commonly called "The Duke of York's Memoirs." He continued to command this ship till 1666, when the joint admirals, prince Rupert and the duke of Albemarle, removed him into the Fairfax. In the following year the duke of York appointed him to the Greenwich; and, in 1669, to the Hampshire\*. In 1672†, having hoisted his flag on board the Monmouth, he served as rear-admiral of the blue with sir Edward Spragge, on his expedition against the Algerines, and had the good fortune to meet with one of their best ships, mounting forty guns; and carrying three hundred and fifty men. After a short but very smart action he captured her. The peace with Holland taking place soon after his return from the Streights, he quitted the active line of service for some time. On the 24th of March, 1673, he was appointed commissioner of the navy; and still retaining his place at the navy board, was, on the 13th of March, 1682-3, appointed, by the commissioners for executing the office of lord high admiral, commander of the Royal James. Nearly about the same period he had the honour of knighthood conferred on him. On the 19th of April, 1686, sir Richard was made commissioner-resident at Portsmouth, and continued to receive every possible mark of attention from king James, who, considered

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\* In 1670 he was appointed commodore, or as some (though erroneously) say, rear-admiral of the fleet, in the Streights, under sir Thomas Allen and sir Edward Spragge. In this station, through the gallant assistance rendered by him to the Dutch, under Van Ghendt, six Algerine corsairs, mounting from forty-four to thirty-eight guns each, were taken and destroyed at one time; to them an heavy blow.

† Soon afterwards he fell in (singly) with two Algerine frigates, whom he brought to action, which ended so much to their disadvantage, though he was unable to capture either, in consequence of the assistance they derived in flight from their oars, that the largest, in particular, with the greatest difficulty reached Algiers, having received seventeen shot between wind and water, and had twenty-five men killed, besides fifty wounded. He soon afterwards returned to England with a convoy, and arrived in the Downs February 4, 1671.

merely in his abstract capacity of lord high admiral, was remarkably diligent, on all occasions, in searching for, and patronizing merit. Although the same personage, when he ascended the throne, not only continued him in office, but, after a short time, as a more convincing mark of his favour, promoted him to a more consequential employment than that which he had held in the preceding reign: yet so far was he from espousing measures he did not approve, and such the opinion entertained of his real integrity, at a time when it was considered as a very sufficient ground for distrust, to have received the smallest favour, or remained merely passive, as sir Richard, from his appointment being merely of a civil nature, was, in a great measure, compelled to be) that he was not only continued in office after the revolution, but, in 1690, was promoted to the comptrollership of the victualling accounts. This he did not long continue to enjoy, for, covered with age, and infirmities, the necessary consequence of a long and active service, he died in the year 1692.

**BARNARD, George**,—nothing farther is known of this gentleman than that he commanded the Gift man of war in the year 1661.

**BLAKE, William**,—was appointed to the Hawke ketch in 1661, and to the Lizard in 1663. N. B. 'Tis most probable both these vessels were only what are now deemed sloops of war, and the captain, consequently, only a master and commander.

**BROWNE, Arnold**,—commanded the Dunkirk in 1661, and was from thence promoted to the Ann in 1664.

**BUCKHILL, Thomas**,—Nothing farther is said of this gentleman than that he commanded the Roe Ketch in 1661.

**COTTERELL, Edward**,—after having commanded the Cygnet in 1661, the Paradox in 1662, the Forester in 1664, and the Delph in 1666, served as lieutenant of the Warwick in 1669, and of the Revenge in the same year. In the year 1670 he was appointed, by sir Edward Spragge, to command the Alger; and, in 1672, was made captain of the Augustine by prince Rupert. Nothing further is known of him.

COVELL, Allen,—was appointed captain of the Sorlings, in the year 1661, by his royal highness the duke of York.

COUNTRY, Richard,—commanded the Hind ketch in the year 1661. In 1662 he was captain of the Emsworth sloop; in 1664 of the Nonfuch ketch; in 1667 of the Forrester; and, in 1668, of the Drake. He next served as lieutenant of the Portland\*; and, in 1673, was appointed, by Charles the Second, who, after the passing of the Test Act, and consequent retirement of the duke of York, had assumed the management of his navy, captain of the Roebuck. This appears to have been his last command.

CUBITT, Joseph,—† was made captain of the Mary Rose in the year 1661; but no notice is taken of his commanding any other ship.

CURLE, Edmund,—was appointed commander of the Little Mary in 1661, and is also unknown in any other respect.

\* 1672.

† He was an old commander under the commonwealth; and, as a curiosity, we have subjoined a copy, verbatim, of his original commission under that authority, communicated by lieutenant Fortye of Greenwich hospital, his immediate descendant by the female line.

“ Robt. Blake, and George Monck, admir<sup>ll</sup>. and Gen<sup>ll</sup>. appointed  
“ by parliam<sup>t</sup>. to command the fleet for this expedition.

“ To Cap<sup>t</sup>. Joseph Cubitt comander of the Portsmouth frigg.

“ By virtue of an act of parliament, and a commission from the  
“ councill of state authorising us thereunto, We do hereby constitute  
“ and appoint you captaine of the Portsmouth frigg. These are  
“ therefore to authorise and desire you forthwith. to make yo<sup>r</sup>. re-  
“ paire on board the said shipp, in her to take and execute the charge  
“ and comand of captaine, for this ensuing expedition accordingly;  
“ hierby willing and strictly charging the severall officers in the said  
“ shipp, and company unto the same belonging, respectively to obey  
“ yo<sup>r</sup>. comand as their captaine; and you likewise to observe and  
“ follow such orders, instructions, and dyrections, as you shall receive  
“ from tyme to tyme from the councill of state, commissioners of the  
“ adm<sup>ty</sup>. and navy, ourselves the vice admiral and superio<sup>r</sup> officers of  
“ the fleet, according to the discipline of warr for the service of the  
“ state; and this shall be your warrant. Given under our hands and  
“ seale, at Whitchhall, the 15 day of October, 1653.

Ex<sup>t</sup>. John Poortmans, Sec<sup>ry</sup>.

“ GEORGE MONCK,  
“ ROB. BLAKE.”

DOSSY,

DOSSY, Thomas,—was, at the same time with the two last-mentioned gentlemen, appointed captain of the *Harp*; and, as was the case in their respective instances, we have been unable to procure any further information of him.

FASEBY, William.—We are now come to one of those officers to whom Fortune, through a long, and tedious service of near forty years continuance, has denied that opportunity of delivering a name to posterity, decorated with those splendid achievements, which others, their cotemporaries, more fortunate, but, perhaps, not more gallant, have acquired, with so much happiness to themselves, and glory to their country. In the year 1661 he commanded the *Roe* ketch; in 1666, till which time his name does not again occur, he commanded the *Katherine* yacht, and in the same year the *Anne* yacht: in 1668 he commanded the *Monmouth* yacht; and, in 1671, the *Cleveland* yacht. On the 11th of September, 1675, he was appointed, by commission from the king, to command the *Charles* yacht; and, on the 26th of September, 1679, he was appointed, by the commissioners for executing the office of lord high admiral, to the command of the *Kent*. On the 10th of December following he was removed into the *Henrietta* yacht. How long he continued to command her is not known; but we find him re-commissioned for the same vessel, on the 14th of November, 1685; and again, by king James the Second, on the 1st of May, 1688. On the 4th of May, being only three days afterwards, in the same year, he was removed into the *Mary*. We hear nothing more of him, either as to any command he held, or the part he bore in the revolution, till the 24th of January, 1690, when he was appointed to the command of the *Eagle* guardship; from which he retired some time afterwards. After this period he never went to sea. Sunk by age and infirmity, he was, when he quitted the *Eagle*, put on the superannuated list. And though Fortune, as has been already remarked, denied him the opportunity of leaving behind him a brilliant name, she had it not in her power to deprive him of that degree of merit which depended on himself: a character without reproach. He died on the 11th of September, 1711.

**FINCH, William,**—was the third son of Thomas, first earl of Winchelsea. Having been bred to the sea, he was appointed commander of the Forrester in the year 1661. In 1666 he was promoted, by prince Rupert and the duke of Albemarle, to the Amity, a fourth rate. In this command he served as second to sir Jeremiah Smith, who commanded the blue squadron, in the two actions which took place between the English and the Dutch in that year; and was afterwards removed into the Foresight, to succeed captain Seymour, who had been killed in an action, in the latter fight between prince Rupert and the Dutch. In 1671 he was commander of the Crown, and, in the following year, was made captain of the York. In this ship he gallantly fell \* strenuously maintaining the reputation of an ancient family, the honour of his profession, and the glory of his native country.

**FORTESCUE, John,**—was descended from a noble family. This gentleman having entered into the navy, was appointed captain of the Colchester in the year 1661. In the following year he was made commander of the Hound; in 1665 he removed into the Loyal Subject; in 1667 into the Charles the Fifth, (a man of war taken from the Dutch) and lastly, in the year 1668, into the French Victory. As a proof of the early attention paid by government to the whale fishery, we find this ship, together with the Speedwell, sent to Iceland in this year for the protection of the whalers. The time of his death is unknown.

**FORTESCUE, Robert,**—probably the brother of the gentleman last-mentioned, was also appointed to the command of the Colchester in the same year with him. In 1666 he served as lieutenant of the Greenwich, and in the following year of the Ann. In 1672 he was commander of the Francis fireship; in 1673 of the Ann and Christopher; and, lastly, on the 12th of April, 1678, was appointed, by Charles the second, captain of the Asia, an

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\* On the 28th of May, 1672, in the action between the English fleet under prince Rupert, and the Dutch under Van Tromp and De Ruyter.



hired man of war: after which no notice is taken of him.

FRARY, Ralph,—was commissioned, in 1661, to the Jeremy hoy: in 1668 he commanded the Batchelor ketch; in 1672 an hospital ship, called the John's Advice; and in the following year the Henrietta yacht. This appears to have been his last command.

GOLDING, John,—was appointed to the command of the Katherine yacht in 1661, and to the Mary yacht in the same year. In 1664 he was removed into the Diamond frigate. He had the melancholy honour of being the first commander who fell, after the declaration of war against Holland, being killed in the month of February, 1665, in an engagement with a Dutch frigate, which is, by Kennet, called a Direction ship, of thirty-two guns, commanded by young Evertzen, son to the admiral. The enemy's ship was captured: a poor, and very inadequate compensation for the loss of so gallant a man!

GROVE, Edward,—commanded the Merlin in 1661, the Martin in 1663, and the Success in 1664.

HALL, Robert,—is said to have commanded the Princess in the year 1661, by commission from *Prince Rupert*. In this article there must be some mistake, either in respect to the date, which probably should be 1671, or to prince Rupert having granted the commission, the affairs of the navy being totally under the direction of the duke of York in the year 1661. He is not said to have had any other command.

HIDE, Hugh,—commanded the Adventure in 1661, the Richmond in 1662, the Guernsey in the following year, and the Jersey, which was his last command, in 1664.

HILL, William,—was appointed commander of the Augustine in 1661, of the Elias in 1663, and, lastly, of the Coventry \* in 1664. This ship unfortunately ran on shore

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\* There is a letter extant, from the duke of York to captain Hill, dated the 11th of April, 1665, in consequence of the pilot and some of the people belonging to the Coventry, having gone ashore at Yarmouth, and into a house where the plague then raged, ordering him, in

shore in the West Indies and was lost. On this account a court-martial was held on board the Katherine yacht, on the 18th of December, 1667, for the trial of captain Hill. The decision was singularly honourable to the accused, inasmuch as he was acquitted of the smallest share even of reproach, and declared to have highly deserved, for "having defended his ship, and prevented the enemy from taking possession of her, for several days after she had been stranded on their coasts." He, however, never had a command afterwards.

HOLDITCH, Abraham,—after having been appointed to the command of the Sophia in 1661, was, in 1665, made lieutenant of the Revenge. In the same year he was promoted to be captain of a ship, called the Mare's Prize, and also, in a few weeks after, of the Bendish; the first, probably, taken from the Dutch. Nothing farther is known of him.

KING, John,—was made captain of the Giles ketch, and soon afterwards of the Hawke, both in the year 1661. In 1663 he was removed into the Hind ketch; in the following year he was promoted to the Mermaid frigate; and to the Diamond, which was the last ship he ever commanded, in 1665.

LAMBERT, David,—was appointed captain of the Norwich in 1661, and, for what reason we have not been able to learn, had no further command till after the restoration, when, on the 24th of June, 1689, he was appointed to the Newcastle. In a letter, written by the duke of York to the duke of Albemarle, dated April the 20th, 1665, mention is made of captain Lambert's having been a passenger, in a ketch tender belonging to the Royal Charles, at the time one of her men was killed by a shot fired from Landguard fort. This transaction the duke of Albemarle is desired to investigate, and cause to be properly punished. No further mention of him occurs till, as has been already observed, the year 1689. On the first of October, 1692, he was appointed captain of the Ruffel of eighty guns. In this station he continued during the

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in case of any symptoms of infection appearing, to repair to some of the uninhabited Scilly islands for the recovery of the crew, and to prevent their spreading the contagion further.

fol-

following summer, when this ship was one of the fleet under the command of the joint-admirals Killigrew, Delavall, and Shovell. On the first of July, 1695, he was put on the superannuated list as captain of a second rate. He died in 1703\*.

LAMB, James,—was appointed commander of the Ann yacht in 1661; in 1664 of the Happy Return; and, in the following year, of the Ann, a third rate of fifty-six guns. He was slain soon afterwards, according to a note in the margin of the navy list, “*in a fight with some Dutch ships.*” But as, after the best investigation, no satisfactory account can be obtained of the circumstances attending it, it is not improbable it happened in the unfortunate attack on the Dutch ships, in Berghen.

LAUGHORNE, or LANGHORN, Arthur,—was appointed a lieutenant in the Princess in 1660: in 1661 he was promoted to the command of the Duke; in 1662 to the Pembroke; in 1663 to the Oxford; and afterwards, in the same year, to the Bonadventure. In 1665, at the eve of the Dutch war, he was appointed to the Revenge; and, in the following year, to the Colchester. In this ship he sailed, in the beginning of the year 1667, under the command of sir John Harman, to the West Indies, and in this ship he unfortunately fell, in an action with a French squadron, under the command of monsieur De la Barre, sent thither for the purpose of assisting the Dutch, with whom they had lately entered into alliance.

MARLBOROUGH, James Ley, earl of,—was the grand-son of James Ley, earl of Marlborough, so created by Charles the first, in the year 1626. Having entered into the sea-service he was, in 1661, appointed to command the Dunkirk, and made commodore (or, as it was at that day called, admiral) of a squadron sent to the East Indies, to take possession of Bombay for Charles the Second, as being part of the portion given by Portugal, with the Infanta his intended queen. After his return

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\* This gentleman might probably be a relation of the celebrated general Lambert's, and, possibly, be treated coldly in the service on that ground. This is only given as a conjectural reason for his having continued for such a number of years unemployed.

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from thence, he was, in 1665, appointed commander of the Old James, a second rate of seventy guns. He served in this ship as a private captain, in the fleet fitted out the same year, under the duke of York, and unfortunately fell in the action, which took place on the 3d of June, with Opdam. The manner in which he had signalized himself during the short time he had served, and the uniform testimony borne by all persons to his excellent behaviour, and general conduct in life, left those who survived him every thing to have hoped for, from his future exertions, had Providence permitted them; and every thing to lament at having so noble, and worthy a personage so prematurely snatched from them\*. Both Balfage, and the author of Tromp's life, bear the most honourable testimony to the gallantry of this noble earl; and give us, as an anecdote relative to his death, "that he was killed in the act of retaking the Montague, a third rate of fifty-eight guns, commanded by captain Carlstake, of which the enemy had taken possession." The earl of Clarendon,

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\* The following account of this excellent person is extracted from the archives of the Herald's college.

"James Ley was the grandson of the first earl of Marlborough; he did, from his youth, apply himself to learned and generous studies, whereby he rendered himself highly capable to serve his prince and country, of which he gave signal testimony, from the beginning of the late unhappy rebellion unto the minute of his death, not only by voluntarily exposing his person to all dangers, and valiantly fighting in his majesty's armies against the rebels, but in applying himself to navigation, wherein he became most expert, spending therein the greatest part of the last twenty years of his life, together with his patriotism; and in that time visited the American plantations, and the East and West Indies; to the first of which he was sent, by his majesty, anno 1662, with a fleet of ships and land forces, to take possession of Bombay, which, by agreement with the crown of Portugal, was then to be rendered to his majesty. In this charge he demeaned himself as became a man of honour and prudence. Lastly, this most noble earl having the command of one of his majesty's principal ships of war, called the Old James, after he had rendered all possible proofs of his conduct and courage in the late naval battle against the Dutch, fought upon Saturday the 3d of June, under the auspicious command of his royal highness James, duke of York, he fell in the bed of honour, being slain with a great shot; the like of which took away also, about half an hour before, the life of the right honourable and most noble lord, Charles Weston, earl of Portland. This earl of Marlborough died, unmarried, in the forty-sixth year of his age."

after

after having pathetically lamented his fate, describes him as a "man of wonderful parts in all kinds of learning, which he took more delight in than in his title; and having no great estate descended to him, he brought down his mind to his fortune and lived very retired, but with more reputation than any fortune could have given him."

MARYCHURCH, Isaac.—Nothing farther is known of this gentleman, than that he commanded the *Griffith* in 1661.

MENNIS, or MINNS, Sir John,—was appointed commander of the *Henry* in 1661, and at the same time received a commission to act as vice-admiral and commander-in-chief of his majesty's fleet in the Narrow Seas, with permission to wear his flag at the main-top, in the absence of his royal highness the duke of York and the earl of Sandwich. It may be thought not a little singular, that no mention is ever made of this gentleman as employed in active service; when we have positive evidence of his having held so distinguished a rank in it. The fact is, he quitted that line of employment soon after the restoration, for the comptrollership of the navy, in which office he died early in the year 1671.

MINORS, Richard,—was appointed captain of the *Leopard* in 1661; in 1665 he served as lieutenant on board the *Old James*, the ship commanded by the earl of Marlborough in the action between the duke of York and the Dutch under Opdam: but, in consequence of some complaint relative to his conduct at that time, he was suspended, and tried, on board the *Royal Charles*, at the Nore, on the 3d of May, 1666. He was fully acquitted of all misconduct, want of spirit, or non-performance of duty, which were the specific charges made against him: but notwithstanding so honourable a testimony of his worth, he was not again employed till 1672, when he was appointed captain of the *London Merchant*. He either died soon afterwards or retired from the service.

PAGE, Thomas,—after having commanded the *Nightingale* in 1661, the *Pearl* and *Newcastle* in 1664, the *Bredah* in 1666, the *West Friezeland*, taken from the Dutch, in 1667, and the *Falcon* in 1668, served as lieutenant of the *Foresight* in the same year. In 1669 he was, a second time, appointed captain of the *Pearl*. In

1672 he commanded the Wivenhoe pink, and the small vessels afloat at Sheerness. In 1673 he was made commander of the Francis. His name does not again occur.

PARKER, John,—was appointed to the Nonfuch in 1661; the Amity in 1664; and the Yarmouth, a fourth rate of fifty-two guns, in 1666. He did not long enjoy his last command. He fell, however, in the hour of victory, being killed in that ever-memorable fight, on the 25th of July, 1666, between the English fleet, under the command of prince Rupert and the duke of Albemarle, and the Dutch, under De Ruyter.

PARKER, Nicholas,—commander of the Greyhound in 1661, was appointed to the Coventry in 1663; soon afterwards, in the same year, to the Nonfuch; and, lastly, to the Tyger in 1668.

PESTILL, William,—was appointed to command the Pearl in 1661.

PETT, Phineas,—was the son of sir Phineas Pett, originally master builder, and afterwards commissioner-resident at Chatham. He commanded the Truelove and Bramble in 1661. In 1663, and again in the following year, the Henrietta yacht. In 1665 he was captain of the Katherine, but was almost immediately removed into the Tyger frigate. In May 1666, being then a cruising ship, he fell in with a Zealand privateer mounting forty guns, and fully manned. An action of course taking place, captain Pett was unfortunately killed in the very commencement of it. To the credit of the lieutenant, whose name we are ignorant of, on whom the command devolved, the action was continued, notwithstanding this fatal accident, till the Tyger was so far disabled in her masts and rigging, as to enable her enemy to make his escape, after a fruitless chace and distant action of six hours continuance.

ROBINSON, Sir Robert,—was appointed commander of the Ruby in 1661; and in 1665 of the Elizabeth of forty guns\*. In the following year, 1666, having very much distinguished himself in the action between the duke of

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\* He had the good fortune, in the beginning of February in this year, to meet with a fleet of Dutch merchantmen, richly laden, from Bourdeaux; of these he captured two, which he carried safe into Plymouth.

York and Opdam, he was promoted to the *Warspight*, a third rate of sixty-four guns, in which he also had an opportunity, which he did not neglect, of signalizing himself during the two actions, fought in that year, between the English and Dutch fleets. In December 1666, captain Robinson was sent commodore of a squadron of six sail\*, to convoy the fleet home from Gottenburgh. On the 25th they fell in with a squadron of five Dutch men of war, of which three†, including the admiral, were, after a short action, taken. In 1668 he was removed into the *Ruby*; and, on the 21st of August, 1670, was appointed to the *Greenwich*, as commodore of a convoy bound to the Streights. Through his very extraordinary care a numerous fleet was conducted, in safety, through the most tempestuous weather and repeated storms. On his return from the Streights he was, in 1672, again appointed to the *Warspight*; early in the ensuing year to the *Monmouth*; and, on the 9th of February, 1673-4, to the *Diamond*. A little before this time‡ he received the honour of knighthood, in consideration, as it is expressly said in the notification of it, of the many good services done by him. It is most probable, that from the time of his quitting the *Warspight*, he was employed in the Mediterranean service, where the peaceable disposition of the piratical states, *at that time*, has prevented any occurrence, worthy of notice, from being transmitted to us. This conjecture is founded on the circumstance, of no notice being taken, in such documents as we have been able to procure, either of himself, or the several ships it is known he commanded during the second Dutch war, and for some years afterwards. In 1674 he was appointed to the *Royal Oak*; but still we continue in the dark as to the particular service in which he was engaged. On the 17th of April, 1676, he was appointed by Charles the Second, who, since the retirement of the duke of York, in 1673, had assumed to himself the management of the

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\* The *Warspight*, the *Jersey*, the *Diamond*, the *St. Patrick*, the *Nightingale*, and the *Oxford*.

† These were the *Clean Hardeer* of thirty-eight guns, the *Leyden*, and the yacht *Eeles* of thirty-six guns each.

‡ On the 12th of December.

navy, to command the Assurance frigate, and sent on the Mediterranean service. Hostilities being commenced against the Algerines, he had the good fortune to fall in with, and capture one of their principal corsairs, mounting twenty-two guns, in the month of August, 1677. Returning from the Mediterranean at the end of the year, he was, on the 7th of January, 1677-8, removed into the Harwich; and, on the prospect of a rupture with France, was, in the summer following, sent commodore of a squadron, consisting of ten sail, to cruize at the entrance of the Channel, and watch the motions of the French fleet at Brest, as well as to restrain the probable depredations of the Algerines, who, at this time, rose into such insolence, as to send their corsairs even into the English Channel. On the 3d of January, 1679, he was appointed to the Foresight; and on the 15th of May, 1680, to the Assistance. He sailed on the 24th of June as commodore of a squadron bound to Newfoundland. This is the last service we find him engaged in.

SMITH, James,—commanded the Newcastle in 1661; the Ann in 1662, and the Essex in 1663, all in the time of profound peace, so that we can only regret we have nothing memorable to relate of him.

SMITH, Thomas,—commanded the Welcome in 1661, and the Madras in 1665.

SPARROW, Francis,—commanded the Swallow ketch in 1661: his name not occurring again we are in the same predicament with him that we are with the two former gentlemen.

SPRAGGE, Sir Edward.—There is scarcely any thing more grievous to the enquiring mind than not being able to trace, with certainty, the early transactions of a man, who, rising into years and public fame, hath erected himself into a meteor to be gazed at for a time, leaving us incapable of ascertaining the quarter, or first cause from which it sprung. The first knowledge, either public or private, we have been able to acquire, relative to captain Spragge, is, that in the year 1661 he commanded the Portland; in 1664 he was made captain of the Dover; and afterwards, in the same year, of the Lyon. At the commencement of the Dutch war, in 1665, he was appointed to the Royal James; and was, in a short time,



removed from thence into the Triumph. His behaviour in the engagement between the duke of York and Opdam, taught the world, on every future occasion of the same kind, to look up to and admire that gallantry it expected, and was ever gratified in beholding, without once experiencing the smallest disappointment. His very conspicuous behaviour procured him the honour of knighthood from king Charles, at the same time \* that he conferred it on admiral Allen. Early in the ensuing spring, 1666, he was made commander of the Dreadnought, and appointed to serve as rear-admiral of the white. As he was in prince Rupert's division, which failed to the westward in expectation of meeting the French fleet coming up Channel for the purpose of joining the Dutch, he had no share in the three first day's action of the long engagement between De Ruyter and the duke of Albemarle; but on the fourth, the junction having taken place between prince Rupert and the duke, he amply compensated for his former absence, insomuch that, removing into the Victory, he was promoted, by the joint admirals, to serve as vice-admiral of the blue, a worthy successor to the brave and ever to be lamented sir William Berkeley. In the ensuing engagement the blue squadron, in which he served, was the weakest in the English fleet, while Van Tromp's, to which it was opposed, was the strongest in that of the enemy. To have maintained its ground, or have acted merely on the defensive, would, considering the inequality of force, have been a conduct highly deserving praise; yet, combating with the odds it did, it compelled its enemy to owe that safety to its flight † which its own superior strength, aided by the acknowledged ability of its commander, could not procure for it. In 1667 sir Edward removed his flag into the Revenge, and commanded at Sheerness when it was attacked by the Dutch on the 10th of June. The place itself was almost inca-

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\* The 24th of June, 1665.

† " July the 26th.—At two this day, the wind veering round westward to the N. E. the generals discovered Tromp, with the remainder of the Dutch, in the Offen, chased by the blue squadron, who had the wind."

*Nar. of the late great Action at Sea.*

pable of resistance, its whole defence consisting of a platform, on which were mounted fifteen iron guns, yet he continued, for a considerable time, to oppose near thirty men of war. And when, at last, the superiority of their force was such as to render all farther contest fruitless, he made good his retreat with the few brave men under his command, to oppose the enemy a second time, and with greater success than before. He retreated up the river; and taking post at the battery, at Gillingham, opposite Upnor castle, received the Dutch so warmly when they attempted to force their way up the river, on the 13th, that they were glad to retreat, with the loss of a considerable number of their men, the destruction of many of their long boats, and an infinite mischief done to their shipping, two of which, after running on shore, were burnt to prevent their falling into our hands. Not yet sufficiently chastised for their rashness, on the 23d of July they returned to the mouth of the Thames, and from thence sailed up to the Hope, where a small squadron lay that had just before been put under the orders of sir Edward. When they first made their appearance he unfortunately had not arrived to take the command. As an incontrovertible proof how much the absence of a single person may injure the nation whose battles he has undertaken to conduct, the only success the Dutch could, with any proper justice, claim during this expedition, so that it was not counterbalanced by their loss in acquiring it, was owing to this unlucky cause. On the following day the enemy began to retire; and sir Edward, who had now taken upon him the command, prepared to pursue with the utmost expedition. On the 25th, at day-light, it was discovered the enemy had dropt down nearly as low as the buoy of the Nore. Sir Edward having resolved to take every advantage of the tide, and drive down with the ebb, though it was then almost low water, was compelled, in consequence of the tide making up, to come to an anchor about five o'clock a little below lee. At one o'clock the flood being spent, the Dutch fleet again got under way: our squadron doing the same, and plying up to them with all the expedition in their power, a distant, and consequently indecisive action commenced, which continued, with little intermission, till sunset. In the account pub-

lified by authority, it is said, "in all this afternoon's service sir Edward gave them scarcely one gun in answer to the great firing they made, not being able to come up so near them as he desired, the enemy having the wind." On the 26th the Dutch wisely persevered in retiring whenever the tide permitted them; and sir J. Jordan, who arrived from Harwich with a reinforcement of twenty small frigates and fireships, having contrived, though with some difficulty, to pass the Dutch fleet, which lay between him, and sir Edward Spragge, the pursuit was continued with redoubled alacrity; but the wind suddenly rising both parties were obliged to come to anchor. On the 27th the Dutch got clear of the banks, sir Edward not having it in his power to close with them. Thus ended an expedition treacherously\* planned, and ingloriously executed; an expedition from which so much advantage was expected by the enemy, and which, in the end, effected very little more injury to the English than what recoiled back on themselves. This was the concluding action of the war, for the same day that the account of sir Edward's success arrived in London, intelligence was received of the articles of peace having been signed at Breda. Sir Edward still continued in commission, being appointed commander-in-chief in the Downs, with permission to wear his flag at the main-top. He was soon afterwards appointed to serve, as vice-admiral, under sir Thomas Allen, to watch the motions of the French fleet. But the *Revenge*, on board which ship he had hoisted his flag, having sprung a dangerous leak, she was obliged to be taken into dock to be repaired, so that he did not rejoin the fleet till the latter end of June.

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\* The Dutch were enabled to carry it into execution by assuring the British court of the sincerity of their wishes for peace. Charles the Second, whose finances were, from his extravagance in other respects, in rather a desperate situation, was glad to deceive himself into the idea of no further hostilities being menaced by the Dutch, merely because he wished to save the expence of fitting out a fleet sufficient to render their menaces fruitless. The Dutch were vain enough to wave every solid advantage they might have reaped, from the superiority of their naval force in actual equipment, for the paltry gratification of insulting us by burning a few unarmed ships in the river Medway.

The business with France being settled very soon afterwards, sir Edward quitted that employment, in which he had rendered himself so conspicuous, to enter upon an occupation in which he must exchange gallantry for affability, and the requisites of an hero for the talents of a courtier. No man appears to have been better qualified than himself for the multiform character of a foldier, a statesman, or an ambassador. Campbell very elegantly and classically compares him to Alcibiades, who, in every office and station he appeared, so far excelled, as to seem born and designed for that alone; and farther adduces, which is perhaps the greater compliment of the two, from the testimony of all historians who have described him, that in his manners he greatly resembled the earl of Sandwich, and, like him, concealed an high and daring spirit, under the most captivating address and polished behaviour. The choice made of him as a complimentary envoy to the constable of Castile, lately appointed governor of the Spanish Netherlands, may therefore fairly be considered as wise a measure, as was the appointment of the earl of Sandwich \*, to whom he has been with so much justice compared, to be ambassador to the king of Spain. Sir Edward arrived at Brussels about Christmas 1668-9; and having executed his commission with the utmost address, ability, and dispatch, returned to England the latter end of January. Not long afterwards he was appointed to serve as vice-admiral of the fleet destined for the Mediterranean service, under sir Thomas Allen; he hoisted his flag on board his old ship, the Revenge. On † the 19th of July, 1670, he had the good fortune to

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\* The success of whose negotiation has been already seen.

† While in this command he had the good fortune to rescue an homeward-bound fleet of merchant ships from the Turkish Corsairs, as appears by the following letter.

“ Plymouth, Jan. 2d, 1669-70.—Yesterday and this day about 40 sail of merchant ships put into this port from New England, the Streights, and several parts of Spain and Portugal, being part of a fleet of 100 sail, which, for these three weeks, have been beating up and down the mouth of the Channel, the rest are supposed to have put in at Falmouth. They tell us that, off the Cape, nine Turkish men of war gave them chace for some time; but sir Edward Spragge having the guard of that station, came in to their rescue with three frigates, and a Dutch man of war of between forty and fifty guns, and beating up to the Turks, forced them from the chace.”

rescue a Swedish merchant ship; and again, on the 5th of August, an English ship, from the Turks. The gallantry exhibited by the masters of those vessels was such, as to compel us to lament the narrow limits of our present undertaking, which do not permit us (for the honour of those hitherto unnoticed persons) to go into a detail of the circumstances attending their bravery and escape. Sir Thomas Allen returning from the Streights in November, 1670, sir Edward was left in the Mediterranean commander-in-chief. On the 14th of December following, having the Little Victory, a fireship, in company, he discovered, when about fourteen leagues distant from Cape Firminteer, that bearing from him E. N. E. three sail, two of which were Turkish men of war\*. Having used every artifice to disguise his ship, and pass her upon the enemy for a merchant vessel, they were for a considerable time deceived, and bore down upon him with the greatest resolution: but at length, when their nearer approach discovered to them their mistake, they were then more eager in flight, than they had been just before in pursuit. In vain did sir Edward follow them through the rest of that day †, and the two which succeeded it; but on the third, having driven the ship he was in chase of on shore, she was boarded, taken possession of, and, by using timely precautions, got off unhurt. This exploit would not, perhaps, have merited so particular an account, but that it affords so strong an instance of perseverance, a quality in a commander, when not degenerating into obstinacy, scarcely less commendable than the most active intrepidity. Towards the latter end of April, having received intelligence of a number of Algerine corsairs laying in Bugia bay, it was determined, in a council of war, called by sir Edward on the occasion, to lose not a moment in attacking them. The hour of the enemies destruction was however deferred for a short time, first, in consequence of its falling dead calm at the very moment the attack was to have taken place, and afterwards because the wind was contrary, or at best too variable

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\* The third, a prize they had taken.

† Towards the close of which, the enemy, to render pursuit still more disadvantageous, parted company.

to warrant an attack. At length, on the night of the 2d of May, sir Edward resolved to make the attempt, with the boats of his Squadron and the smallest of his fireships, but the darkness of the night, and too much precipitation, or some other accident on board the fireship, rendered the enterprize abortive, though most ably conducted by Mr. Nugent, sir Edward's first lieutenant, to almost the very point of execution. Tempestuous weather, and the careless destruction of the only small fireship remaining to sir Edward, occasioned a second attack to be deferred for some days. The loss of the fireship was almost irreparable, for that which he had still left, the *Little Victory*, drew so much water, that it was feared she would render but little service. The enemy having received a very considerable reinforcement of troops and ammunition on the 8th of May following, sir Edward thought it not expedient to defer the intended attack any longer, lest some further addition to their force, which he knew not how soon might arrive, might render such an attempt unadvisable, if not totally impracticable. The utmost precaution, as well as gallantry, was become necessary to render the attempt successful, for the Algerines, ever since the first attack, had laboured incessantly to secure their vessels, which they purposely unrigged, by a strong boom made of their yards, topmasts, and cables, and buoyed up by casks. The long continuance of contrary winds and tempestuous weather had, by delaying sir Edward's operations, afforded them all the time they could desire to put themselves into the most perfect state of defence. About noon sir Edward made the signal to attack, encouraged to it by a fine easterly breeze: but on its dying away soon afterwards, even before the ships could get under weigh, they were once more obliged to desist: however, at two in the afternoon, on its again springing up, the attack commenced in earnest. Sir Edward brought to close under the walls of the castle, which fired incessantly upon him for the space of two hours. During this time the boats of the fleet\* were employed in cutting

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\* The very conspicuous gallantry exhibited on this occasion by the captains Harman, Pearce, and Pinn, at this time lieutenants commanding the boats, is recorded in the *Memoirs* of those gentlemen:

the boom, and clearing a passage for the fire-ship. When this service was effected she was sent in; and being conducted in a masterly manner, realized every hope the most sanguine expectation could have formed: the whole Algerine fleet, consisting of seven men of war, and three prizes, which they had taken, were burnt. Campbell very justly observes, "this loss was almost an irreparable one to the Algerines, inasmuch as the ships which were destroyed were picked out from their whole force, for the express purpose of fighting sir Edward. They were equipped as well in respect to men, as ordnance\*, and other military stores, with the greatest care and most considerable expence: above all, they were commanded by old Terkey, an officer whom they had ever considered the most able and gallant in their service†. This important exploit was achieved with the loss of only seventeen men killed and forty-one wounded, a convincing proof that gallantry, and the success attached to it, carry with them less real danger than timidity may be able to persuade itself. The service on which sir Edward was sent being thus most successfully executed, and the peace being, in consequence, concluded in the month of December following, he returned to England‡, having shifted his flag to the *Rupert*, in March 1671-2, to encounter a new war, on the moment hostilities were commenced with the Dutch. It could not be supposed § an officer of his distinguished abilities and character, would have wished to

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\* Which were all of them brass.

† The ships destroyed were, the *White Horse*, the *Orange Tree*, and *Three Cypress Trees*, of thirty-four guns each; the *Three Half Moons* of twenty-eight, the *Pearl* of twenty-six, and the *Golden Crown* and *Half Moon* of twenty-four.—The destruction of these vessels so terrified the Turks, and put them into such confusion and disorder, that they struck off the head of their Dey, and set up another, whom they obliged to come to an agreement with our admiral, and a peace was concluded accordingly.—Lediard, and sir E. Spragge's Letters, dated September the 30th.—Gaz. No. 627.

‡ "Whitehall, March 18. Here is arrived sir Edward Spragge, late admiral of his majesty's fleet in the Mediterranean, having been received by his majesty with particular marks of his grace and favour, for the happy services done his majesty in the late expedition to the Mediterranean, and the effecting so honourable and advantageous a peace with those of Algiers."

§ Vide the Life of Sir R. Holmes, p. 19.

retire in the hour of public warfare. He was appointed to serve in his old station of vice-admiral of the blue squadron. To him the duke of York confided the trust of equipping the fleet \* and arranging every thing that was necessary for its future service. But his extensive abilities, and the favour of princes, which are generally the consequence of them, are the usual, though most unnatural parents of envy, and malicious aspersions. There are not wanting those who have seized on this opportunity, among others equally trivial, to charge the gallant admiral with being a Papist, as though, because of the duke of York's attachment to him, religious principles were as easily transferred and imbibed as an infectious distemper. The fallacy of the charge we shall presently have the opportunity of proving. Without farther digression, sir Edward was so active in these the civil duties of his office, that the fleet was ready for service by the latter end of April. In the beginning of May the duke of York took upon him the command, and, on the 3d of that month, sailed in order to form a junction with the count D'Estrees, and the French squadron; that nation being then in alliance with us against the Dutch. On the 21st of the same month the united fleets got sight of the Dutch about eight leagues south east of the Gunfleet, but no engagement took place till the 28th, a day ever to be remembered as a remarkable epoch in the naval history of England; the battle of Solebay. To say that sir Edward Spragge, who had hoisted his flag as vice-admiral of the red, on board the *Loyal London*, distinguished himself in this action, would, after what mere justice has already compelled us to relate of him, appear like a faint and compulsive praise; while, to speak of him according to his real merit, would be only to reiterate phrases that have already been most worthily applied to him. The duke of York, after his own ship, *the Prince*, was disabled, and he had ineffectually endeavoured to re-enter the action, by hoisting his standard on board the *St. Michael*, shifted it, for the third time, into the *Loyal London*. In this ship he continued during the remainder of the

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\* He acted as commander-in-chief during the equipment of the fleet, and the absence of his royal highness.



engagement; and, through the spirited exertions of sir Edward, aided by a few commanders who were near him, De Ruyter was, after a contest of near two hours continuance, obliged to bear away; when sir Joseph Jordan's division, which was to windward of him, joining the duke, rendered the victory complete. Of the few ships taken and destroyed in this action \* the largest was sunk by sir Edward. After the death of the earl of Sandwich sir Edward was appointed to succeed him as admiral of the blue squadron, but nothing memorable took place. Towards autumn he shifted his flag into the Resolution, and was sent, with a small squadron, to drive away the Dutch fishing buffes. He displayed on that service a moderation truly indicative of his own greatness of mind. The capture of a single vessel was fully sufficient to put to flight an enemy totally defenceless; and contented with shewing so ignoble a foe what his power was, he forebore any further exertion of it, than what he had already effected, by accepting one †, a tribute for the whole, and driving the rest back into their own ports. In the following spring he was again employed as admiral of the blue squadron. The reason given by Campbell for his appointment is singularly curious. "When the duke of York, (says he) by the passing of the Test Act, was obliged to part with his command, and the court, to gratify the desires of the nation, lay under an absolute necessity of making use of prince Rupert, they took care to secure the fleet notwithstanding, by employing on board such officers only as they could best, and he could least trust." The varied powers of language could not, probably, have produced an higher compliment, than in attributing sir Edward's appointment to this motive, inasmuch as if the suggestion is true, and there appears no reason to discredit it, the government must have esteemed him: we will not coldly say brave and honest, but pos-

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\* These were, the Stevereen, forty-eight guns, taken; the Joshua, fifty two guns, sunk afterwards; one of fifty-four guns, sunk by the earl of Sandwich; one of sixty-six guns, sunk by sir Edward Spragge.

† Ext. of a letter from sir E. Spragge, dated Resolution off Yarmouth, Sept. 30, 1672. "Since my last I have taken ten doggers, one buffe (the vessel just mentioned) and a privateer of eight guns. I am using my best endeavours for the river, having cleared these seas of all fishermen, except our own."

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essed, as his natural and inherent qualities, of *every virtue* that could render a commander great, or human nature respectable. This appointment may also stand as a farther and most complete refutation of the charge made against him, of having been a Papist. Before he entered on this, alas! his last command, in which he hoisted his flag on board the Prince, he was sent ambassador to the court of France, to arrange the future plan of naval operations, and settle some punctilios relative to the service. As no particulars concerning this embassy were ever communicated to prince Rupert, it tended highly to widen a breach that subsisted between them, which originated in sir Edward's being appointed to serve with him instead of sir Robert Holmes, whom the prince had specially recommended. They both of them, however, possessed minds too great to suffer private animosities to influence their public conduct. Sir Edward regarding only his duty to his country, acted as though he had a name to erect: and the prince, seeming to forget the very cause of his dislike, withheld not that well deserved eulogium \* which, in all probability, he would have more gladly bestowed on an officer who had been the object of his choice. The Dutch having, from the proximity of their own harbours, been enabled to refit their fleet, while that of the English was, from their want of that advantage, in the same shattered state to which the late engagement had reduced it, they resolved, with these odds in their favour, to hazard a second action. Accordingly, on the fourth of June, they bore down to our fleet, which was laying at anchor seven leagues from Oost Capell. Some authors, critics in naval discipline, have thought proper to blame sir Edward for going in his boat six miles, on board prince Rupert's ship, to receive his orders, just before the engagement commenced. But the fact

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\* Vide his letter to lord Arlington, published in the Gazette, No. 786, relative to the action of the 28th of May. "Sir Edward Spragge, on his side, maintained the fight with so much courage and resolution, that their whole body gave way."

"At length the furious attack made by sir Edward Spragge, seconded by the other squadrons, obliged the Dutch to retreat so far within their sands, that the English and French could not pursue them." *Bedford.*

really

really is, that sir Edward had no idea the Dutch had any intention of fighting\*. Others again have darkly insinuated suggestions to his disadvantage, because no notice is taken of him by prince Rupert in his account of the action. But it is very evident from other testimonies †, that in this contest, which scarcely deserved the name of a battle, sir Edward bore a most distinguished share, derogating not in the smallest degree from that noble spirit he had shewn on every former occasion. We are now come to the concluding scene of this great man's life. The English fleet being re-equipped, it stood over to the coast of Holland to seek the enemy, who appeared, on many opportunities sought by prince Rupert to engage them, as wishing to avoid the contest. At length, on the 11th of August, the long-expected decision took place. Sir Edward was, as tho' fate had determined their personal quarrel should be at length brought to an issue, again opposed to Van Tromp. These two competitors for fame; as they are justly called, were so intent on terminating each by the destruction of his antagonist, their private animosity, that, intent only on action, they had fallen several leagues to leeward of their own fleets. In vain was one ship disabled while another remained in a condition to supply her place. The Royal Prince and the St.

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\* "Sir Edward Spragge, admiral of the English blue squadron, who had the van, not believing that the Dutch intended to fight, but only, as before, to change their road, made no great haste to bear up." *Life of De Ruyter.*

† "The two fleets for some time fought stoutly, especially where the earl of Ossory and sir Edward Spragge engaged, till the prince, finding the disadvantage of the wind, with the red and white squadrons stood away N. W. De Ruyter did the like, leaving Van Tromp, with the rest of the fleet, in a sharp conflict between Spragge and Ossory." *Life of De Ruyter.*

"The Dutch writers confess his bravery, and own he pushed them hard: and Tromp, in his letter to the states says, that he was forced to retreat a little before it was dark." *Campbell.*

"Spragge likewise encountered Van Tromp, ship to ship, but at some distance, for want of a wind: notwithstanding which he shot down his admiral's flag, and made a terrible slaughter among his men. This brave commander behaved himself upon other occasions likewise, during the engagement, with so much gallantry, and plied his broadsides with so much fury, as well as good management, on the enemies ships, that whole squadrons fled before him."—*Lediard.*

George\*, on the side of the English, remained melancholy examples of the horrors of war, and incontestible proofs of the spirit of her seamen, when headed by a commander they adored. On the side of the Dutch the Golden Lion and the Comet † exhibited the same scene. The St. George being rendered almost a wreck, sir Edward found it expedient to remove on board a third ship, the Royal Charles, a necessary perhaps, ‡ but a fatal resolution. His boat had not rowed ten times its own length from the St. George before it was pierced by a cannon shot: and, notwithstanding every possible exertion made by the crew, sir Edward was drowned ere they could again reach their own ship. It is related as an anecdote, that he took so strong an hold on the side of the boat, that when it came to float his head and shoulders were above water. As, according to common fame, there was a wonderful similarity between the characters of the great earl of Sandwich and sir Edward, so did it, abating a few circumstances, attend their fate. Gallant even to the last period of their existence, they *perished* pitied and lamented, alike by foes, as well as friends. To attempt any delineation of his character would be a useless repetition of what has been already feebly reported of him; we shall content ourselves with the following short account of his conduct and fate, taken from the Life of De Ruyter. “ Sir Edward Spragge and Van Tromp, the two declared competitors and rivals for honour, with their squadrons, in the mean time persisted in action with such determinate resolution, that the Dutch avow the like never to have been seen; their own two ships having, without touching a sail, strangely endured the fury of full three hours incessant battery. But sir E. Spragge's ship, the Prince, having lost her masts, and being so fearfully torn as to be unfit for more service, with his flag displayed in his boat, he shifted aboard of the St. George; and finding her likewise disabled, as he was leaving her to get into the Royal

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\* The ships on board which sir Edward successively hoisted his flag.

† The ships in which Tromp fought.

‡ It is said sir Edward, when he received his appointment from the king, promised he would either bring him Van Tromp dead or alive, or lose his own life in the attempt; a promise he too faithfully kept.

Charles,

Charles, a cruel shot sunk his boat, and left him helpless in the ocean, whose power being greater than that of Van Tromp, by his death chilled that heat of courage which Tromp could never have cooled above water." His death was bewailed by all, even by the Dutch themselves, who acknowledged him to have been a brave man, and a most valiant soldier.

STEPHENS, John,—commanded the *Chefnut* pink 1661.

TEATE, Richard,—was appointed to the *Elias* in 1661, the *Augustine* in 1663, and the *Friezland* fly-boat in 1665.

TERNE, Henry,—was appointed commander of the *Hampshire* in 1661, and the *Milford* and *Portsmouth* successively in 1663. He commanded the *Dreadnought* of fifty-eight guns in the great action with the Dutch in 1665; and, on account of the gallantry he there displayed, was promoted in the following year, 1666, to the *Triumph*, a second rate of seventy-two guns. In this ship he was unfortunately killed in the first action which took place with the Dutch in the month of June following.

TINKER, John,—commanded the *Convertine* in 1661. From this time to the year 1670 his name does not again occur. He was then appointed to the *London*, and very soon afterwards to the *St. Andrew*; after which he had no command.

UTBER, Richard,—descended from a very respectable family long settled at *Lowestoffe*, in *Suffolk*, commanded the *Montague* in 1661, the *Phenix* in 1663, and the *Essex* in 1664. At the commencement of the Dutch war in 1665, he was appointed to the *Rupert*. He behaved with the most conspicuous gallantry in the action with the Dutch, in the same year when *Opdam* was blown up, and the enemy totally defeated; as also in the first action in the following year, when the duke of *Albemarle*, with two divisions only of the fleet, withstood, for three days, the whole naval force of the *United Provinces*; and when joined by the white squadron, under prince *Rupert*, drove them backward, with ignominy, to their own coasts. In testimony of the high sense entertained of his bravery on these occasions he was, on the 12th of June, 1666, appointed to act as rear-admiral of the white squadron

squadron under sir Thomas Allen. The eminent service rendered by that division of the fleet in particular\*, during the second action with the Dutch fleet, has been already noticed in the life of sir Thomas Allen. Suffice it therefore to say, *admiral* Utber's conduct and gallantry on that occasion, proved him to be, in every respect, worthy of the charge of supporting so able and brave a commander. In the month of December following he was dispatched, with a small squadron, to cruize in soundings, where he had the good fortune to fall in with and capture three large French merchant ships, ladea with wine, and a Dutch ship, from Cadiz, mounting thirty-two guns. Lediard, whose authority, generally speaking, is strictly to be depended upon, says that the captain, (for it does not appear he ever had a regular appointment as an established admiral or flag officer, on his return from the Streights,) brought in with him seven Dutch ships richly laden: this information is confirmed in the Gazettes, No. 140 and 141, with the additional circumstance of an eighth which had been captured, being unfortunately run down at sea. No mention is made of captain Utber during the year 1667; but in the ensuing year we find him appointed to the Resolution, a new ship just launched. He did long enjoy this honour, as will appear from the following epitaph on a monument erected to his memory in the church of Lowestoffe:

Here lyeth the Body of Reere-admiral,  
RICHARD UTBER, Father of Capt. JOHN UTBER,  
Slaine at BERGEN.

Both born in this Town of LAISTOE,  
Who departed this Life the 18th of November, 1669.

WATHAM, Jonathan,—after having been appointed commander of the Nonfuch ketch in 1661, and the Francis and Sorlings progressively in 1664, appears to have retired from the service till 1672, in which year he served as lieutenant, first of the Victory, and afterwards of the Resolution. On the 6th of October in the follow-

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\* The Rupert, on board which ship the rear-admiral's flag was hoisted, was so much damaged as to be obliged to quit the line in order to rest.

ing year, he was appointed to the command of the *Guernsey*; on the 3d of November, 1674, to the *Deptford ketch*; and, on the 12th of April, 1678, to the *Turkey Merchant*, a man of war hired from the merchants. Nothing further is known of him.

WYARD, Robert,—is to be noticed only as having commanded the *Paule*, believed to be a firehip, in the year 1661.

WYE, Edward,—is in the same predicament, he being known only as having commanded the *Affurance* in the same year.

## 1662.

ALDERSEY, Joseph,—served as lieutenant of the *Bredah* in 1661, and in 1662 was appointed commander of the *Mary yacht*.

BERKELEY, Sir William;—was the noble, and very gallant descendant, of a most ancient and honourable family, lineally deduced from Robert Fitzharding, a personage of considerable eminence at the time of the conquest. Having betaken himself to the sea, he was appointed lieutenant of the *Swiftsure* in 1661: in 1662 he was removed into the *Assistance*; and a very short time afterwards, during the same year, was promoted to command the *Bonadventure*. In 1663 he was appointed to the *Bristol*, and in the ensuing year to the *Resolution*. All this happening in the time of peace, there was, as yet, no opportunity for his natural gallantry to expand itself, as it afterwards did so much to the credit of the British name, and so heroically to the reputation, though, alas! so fatally to the life of this great and truly brave man. In 1665 he was appointed to command the *Swiftsure*; and, notwithstanding his youth, he being at that time not more than twenty-six years old, was promoted to be rear-admiral of the red squadron, under the duke of York. On the return of the fleet into port, after the defeat of the Dutch, he was advanced to be vice-admiral of the white

white under sir William Penn; but no second action took place during the remainder of the year. In 1666, when the fleet was put under the command of prince Rupert and the duke of Albemarle, sir William went to sea as vice-admiral of the blue, and led the van of the fleet with his squadron. The separation of the white, under prince Rupert, from the blue and red squadrons, which remained with the duke of Albemarle, and the bloody and desperate conflict which took place in consequence of that fatal, though perhaps necessary and unavoidable plan of operations, is well known. Towards the conclusion of the first day's action sir William's ship, the *Swiftsure*, a second rate, being, with two others, cut off from our line, was, after being completely disabled, unfortunately taken. To aggravate the misfortune, as if the national distress would otherwise have been incomplete, and which was, indeed, a greater loss than that of the ship which he commanded: here fell the brave sir William Berkeley\*. Adorned with every quality necessary to constitute an hero, he lived only to make known his rising virtues to the world, leaving it to mourn their absence, without even knowing their full extent. Every possible respect was paid to his memory by the Dutch, his body being embalmed and deposited in the chapel of the great church at the Hague, by order of the states. A special messenger was sent to England; to king Charles, requesting he would give the necessary orders for the disposal of it; a civility they professed to owe to his corpse, in respect of the quality of his person, the greatness of his command, and the high

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\* Nothing can be more honourable than the testimony of his valour given by the Dutch themselves. Lediard has the following note extracted from the *Life of Van Tromp*, which, as it contains a most particular account of the manner of sir William's death, its insertion here will, probably, not be thought an improper or impertinent act of plagiarism.

“Highly to be admired was the resolution of vice-admiral Berkeley, who, though cut off from the line, surrounded by his enemies, great numbers of his men killed, his ship disabled, and boarded on all sides, yet continued fighting, almost alone, killed several with his own hand, and would accept of no quarter, till, at length being shot in the throat with a musket ball, he retired into the captain's cabin, where he was found dead, extended at his full length on a table, and almost covered with his own blood.”



courage and valour he displayed in that action, in which he, as has been already related, unfortunately fell \*.

**BROOKES**, Packington,—after having served as lieutenant of the Royal James and Royal Charles in 1661, was appointed captain of the Foresight in 1662; in 1664, of the Eagle; and, in a very short time afterwards, he was removed into his old ship, the Foresight. We have not been able to acquire any further information concerning him.

**CONNINGSBY**, Humphrey,—was lieutenant of the Assistance in 1660, and the St. George in the following year. In 1662 he was promoted to the command of the Sorlings; and, in 1663, was removed into the Guernsey. He was soon afterwards dismissed the service by command of the duke of York, at that time lord high admiral, but on what account does not appear.

**EDWARDS**, Peter,—commanded the Well dogger in 1662; in 1665 he served as lieutenant of the Constant Warwick. On the 3d of September, 1668, he was appointed lieutenant of the Defiance; and, in 1670, of the St. Andrew. In 1672 he was promoted to be commander of the Blessing smack. We are ignorant of any other particulars relative to him.

**HUBBARD**, John,—commanded the Greyhound in 1662; in 1664 he was removed into the Matthias, and from thence, in 1666, into the Centurion. In the month of May, this ship being employed as a cruiser, he had the good fortune to re-capture a very valuable English merchant-ship that had been taken by the Dutch. He joined the fleet immediately after: and behaving very

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\* It has been a matter of doubt with some, whether this gentleman's name should be spelt Berkeley, Bartlett, or Barteley. This appears to have arisen from a misnomer on a picture of him painted by sir Peter Lely, and still preserved in Windsor castle. But after a long and tedious search in the Herald's college, we have at last been enabled to add the following authentic information, which totally removes every shadow of doubt.

Sir William Berkeley was the third son of sir Charles Berkeley of Bruton, created lord Fitzharding, and treasurer of the household to king Charles the Second. His mother was Penelope, daughter of sir William Godolphin, knight. Sir William was the brother of the brave Charles, earl of Falmouth, who was killed the year before in the action between the duke of York and Opdam. Sir William died unmarried.

gallantly in both the actions which took place this summer, he was appointed to succeed captain Beach, who was himself promoted on the same ground, in the command of the *Leopard*. In 1668, the war being then over, he was made captain successively of the *Old James* and *Victory*; and, in 1670, of the *Falcon*. He had no other command till the 18th of June 1690, when he was appointed captain of the *Bonadventure* of forty-eight guns. In 1693 he was sent with the *Mary* galley to convoy the fleet to Portugal; and, soon after his return, was appointed superintendant at Plymouth, an office since laid aside, probably at the conclusion of the war. As a reward for his past services, a pension of 250*l.* a year was settled on him for life. The time of his death is uncertain.

**MOHUN, Robert**,—was appointed lieutenant of the *Resolution* in 1660, and of the *Fairfax* in 1661. In the following year he was promoted to the command of the *Satisfaction*; in 1663 to that of the *Oxford*; and, in 1665, to the *Portsmouth*. Having eminently distinguished himself in the bloody and unfortunate action, which took place between the duke of Albemarle, and the Dutch, in the beginning of June, 1666, he was appointed, by the joint admirals, to the command of the *Dreadnought*. In this ship he had a very distinguished share in the second engagement in the same year, wherein the Dutch were totally defeated. Nothing further is known of him.

**MYNGS, Sir Christopher**.—The first information we have been able to acquire of this truly gallant gentleman is, that he was made commander of the *Centurion* in the year 1662. In 1664 he was, in rapid succession, captain of the *Gloucester*, the *Portland*, and the *Royal Oak*, and appointed vice-admiral of a fleet destined for the channel service, under the chief command of prince Rupert. In the following year, 1665, he hoisted his flag on board the *Triumph*, as vice-admiral of the white squadron. He served in this capacity during the engagement between the duke of York and the Dutch admiral Opdam; and, on the subsequent retirement of the duke of York, he was appointed to serve as vice-admiral of the blue\*. When the fleet returned into port he shifted his flag into the

\* The rank of squadrons not being settled permanently, in respect to precedence of command, as it is at present.

Fairfax; and a strong squadron, of twenty-five sail, formed of the ships in best condition for service, was put under his command, during the winter, for the protection of our commerce, to which end his activity \* did not a little contribute. The latter end of January he sailed for the Downs, and by that means entirely broke the measures concerted by the Dutch for the protection of their own trade, and the injury of ours. In the middle of February he went to the Elbe † for the purpose of convoying home the Hamburg fleet, a service he completely effected. When the fleet was assembled under the command of the joint admirals, prince Rupert and the duke of Albemarle, he removed into the Victory, being appointed, as it is said by some, to serve as vice-admiral of the red. But we have a good deal of reason to doubt this information, and to suppose that, acting as vice-admiral of the white, he led the van of prince Rupert's ‡ division, which was detached, in consequence of false information, to meet the French fleet. He consequently was not present during the three first days of the long battle; but on the fourth, as though he thought it incumbent upon him to make amends for the time he had lost, he fell, exerting himself almost beyond what strict duty and gallantry demanded. We cannot do a greater justice to his memory than by giving an account of the manner of his death, extracted from *La Vie de Michael de Ruyter*, and inserted by Lediard. "Admiral Myngs having received a musket ball in his throat, would not be persuaded to be bound, or to leave the quarter deck, but held his fingers in the

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\* "Portsmouth, Jan. 9, 1665-6. Sir Christopher Myngs, by sending out ships constantly to cruise about, hath kept this coast very free from all the enemy's men of war." *Gaz.* No. 18.—And again, "the vigilancy of sir Christopher Myngs is such, that hardly anything can escape our frigates that come through the Channel." No. 39.

† While on this service he had the honour of a visit from the celebrated Swedish general, Wrangel, whom he sumptuously entertained.

‡ "Sir Christopher Myngs, vice-admiral, with his division, led the van, next the prince, with his division, followed; and then sir Edward Spragge."—And again, "The duke came on board the *Royal James*, to the prince, and gave him an account of what had happened in the three days action before; and it was then resolved by them, there being present sir Thomas Allen, sir Christopher Myngs, and sir Edward Spragge, to set upon the enemy next morning." *Gaz.* No. 60.

wound, to stop the flowing blood, for about half an hour, till another musket ball taking him in the neck, he died, after having given the most signal proofs of his courage, to the very last gasp."

PETERSON, Matthew,—is known only as having commanded the James yacht in 1662.

PYEND, Valentine,—was appointed captain of the Guardland, or Garland, in 1662; of the Expedition in 1663, and the Dragon in 1664. In 1665 he was promoted to the Saint Andrew, a second rate; which ship he is known to have commanded during the three first great actions with the Dutch. It is most probable he soon afterwards died, or retired from service, no further mention being made of him.

## 1663.

CHICHELY, Sir John.—We cannot be at a loss for the rank and quality of this gentleman's family, his name sufficiently declares him a descendant of the bishop Chichely, founder of All Souls College, Oxford. Having entered into the navy, he was appointed lieutenant of the Swiftsure; and, in the following year, was promoted to be commander of the Milford. In 1664 he was captain of the Bristol; and of the Antelope, a fourth rate, in 1665. His behaviour in the action between the duke of York and Opdam procured him to be promoted, in 1666, to the command of the Fairfax, a third rate, as successor to sir Christopher Myngs. We have not been able to learn how long he continued captain of this ship, but we find him appointed to the Rupert of sixty-four guns in 1668, and soon afterwards sent to the Mediterranean, his being one of the ships put under the command of sir Thomas Allen for that service. On the return of sir Thomas to England, in 1670, and sir Edward Spragge becoming commander-in-chief on that station, sir John was appointed vice-admiral of his majesty's fleet in the Streights, nothing being a more common practice, at this time, in the navy, than that of giving officers local rank. In 1671 he removed into the Dreadnought, and being taken very ill at Majorca, was prevented from returning to England in company with sir Edward Spragge, who arrived in March; but following him as soon as he was a little recovered, he

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was, on his arrival, appointed to command the Royal Catherine, of seventy-six guns. The fate of this ship, in the Solebay fight, is too singular to pass unnoticed. She had joined the fleet on the very eve of the action with a raw, undisciplined crew; and, from the confusion that must unavoidably reign on board, under such circumstances, in a condition totally unfit for immediate service; thus situated, she was, about ten o'clock, boarded, and taken possession of by the enemy. Her commander, sir John, and the principal officers, were shifted, and the crew put down, as is customary, below. But the Dutch having incautiously, or, perhaps, through necessity, left but a small number of men to take charge of her\*, the English discovering this to be the case, rose upon their enemy, and not only redeemed both themselves and the ship from captivity, but, in return, made prisoners of the Dutch, whose captives they had, themselves, the moment before, been. This being accomplished, they brought their ship safe into harbour. This accident was so far from being thought disgraceful to sir John, that, soon after his return, he was promoted to be rear-admiral of the red, and hoisted his flag on board the Royal Charles of eighty-two guns. In the action with the Dutch in 1673, they were enabled, by the inactivity of the French, to double on the red squadron and separate it, so that sir John was, for a considerable length of time, in the greatest danger of being overpowered. But defending himself with the greatest gallantry, seconded by captain Wetwang in the Warspight, he was, at length, extricated from his distress by the very spirited exertions of prince Rupert. The peace with Holland taking place in a few months after this action, he removed into the Phenix, of sixty guns, in 1674, and totally quitted the service in the following year, as we find him, on the 22d of November, 1675, appointed commissioner of the navy, an office which he continued to hold till the month of February 1680. He was, moreover, on the 23d of

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\* The following account of this transaction is given in a letter from Aldborough, published in the Gazette, No. 681.

"They, *the Dutch*," were going to put a fire-ship to her, and a French sloop came in and cut off the fire-ship's boat and took the fire-ship; and then the prisoners, who were under hatches, found a way to break out upon the Dutch, and redeem both themselves and the ship."

January, 1679, made a joint commissioner with sir William Hickman and sir Charles Musgrave, for exercising the office of master-general of the ordnance. This post he quitted on the 28th of January 1681, two years after his appointment to it. On the 28th of January 1682, he was appointed one of the commissioners for exercising the office of lord high admiral; which post he held through three commissions, till king Charles took the management of the navy into his own hands, on the 22d of May, 1684. After the revolution he was again appointed to the same office, on the 26th of January, 1690. He held it only till the 5th of June following. The time of his death is unknown to us. But the favour in which he stood with different governments, and the high opinion entertained of his conduct, as a good officer and an honest man, is to be naturally inferred from the very consequential trusts reposed in him, after infirmities or inclination induced him to quit the service in which he had been bred, and to which he had rendered himself an ornament.

ENSOME, or INSAM, Robert,—was appointed to command the Swallow ketch in 1663, and sent to the West Indies, in company with two frigates which were both wrecked in the Gulf of Florida. The Swallow escaped that misfortune by throwing all her guns and provisions overboard: and after experiencing, for the space of sixteen weeks, hardships almost incredible, during which time the crew had nothing to subsist upon but rain water, and the fish they providentially caught, arrived safe at Campeachy, and from thence, after a three week's passage, at Jamaica. Those seas being at that time much infested with pirates, the Swallow was ordered, by the governor, to be immediately refitted, and to sail in quest of one of them, which he had received intelligence of as lying off the island of Hispaniola. A long account is given of this action by Campbell, in his Life of sir John Berry, in which, as it was compiled from the papers of his brother, we may, without meaning the most distant reflection on the character of sir John, allow something for exaggeration. According to this relation captain Ensome, considering the superior force of the pirate, who carried twenty guns, while the Swallow had only eight, was rather averse to attacking him; upon which Mr. Berry, who  
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was the lieutenant, is said to have taken upon himself the command, and behaved with so much bravery, that the pirate was quickly carried, and with very trivial loss on the part of the Swallow. Captain Ensome is reported to have been so much offended at Mr. Berry's behaviour, that he brought him, on his return to Jamaica, to a court-martial, whose decision confirmed, as might naturally be expected, the propriety of Mr. Berry's conduct. According to the navy list, captain Ensome was appointed second lieutenant of the Constant Warwick in 1665; and we find him commanding the same ship in the month of March, 1666-7. In her passage to Cadiz, off the rock of Lisbon, she fell in with a large Dutch privateer, which, after a short but very warm dispute, made all the sail she could to escape; and the Constant Warwick had received so much damage in her masts and rigging as to be incapable of pursuing her. Captain Ensome was so desperately wounded in this action that he died soon afterwards; so that even admitting his former conduct to have been more cautious than became the character of a valiant man, it must be allowed that the mode of his death fully discharged the debt to honour, and should wipe off from his memory even the shadow of aspersion.

KNEVET, Thomas,—was appointed commander of the Giles ketch in 1663, and of the Lilly in the following year. He did not long continue captain of this last ship, being, in a very short time, removed into the Richmond. At the commencement of the Dutch war he was particularly fortunate, as well as active, in distressing the enemy's trade, by the capture of a number of their merchant vessels; but never having been appointed to the command of a ship of the line, had no opportunity of distinguishing himself in any other way. In the year 1666 he quitted the command of the Richmond, and did not enter again into the service till the year 1672, when he was appointed to the Argier\*. The time of his death is unknown.

#### SYMONDS,

\* He is to be remembered as the first officer we have met with, who used the stratagem, since his time frequently practised, and with much success, of disguising his ship for the purpose of drawing the enemy within his reach. This he did, while commanding the Argier, by hoisting his guns, shewing no colours, striking even his flag-staff, and working his ship with much apparent awkwardness. — He

**SYMONDS**, Joseph,—is to be noticed only as having commanded the *Roe dogger* and *Invention* sloop successively in the year 1663.

## 1664.

**ABLESON**, James,—was appointed, in 1664, first, to command the *Bear*, and, 2ndly, the *Expedition*. In 1665 he was promoted to the *Guinea*, a small fourth rate of thirty-eight guns. Small as this ship was, he distinguished himself very eminently in the first action with the Dutch, and deserves ever to be remembered as one of those heroes who contributed to purchase that victory at the expence of their lives. He was killed on the 3d of June, 1665.

**ANDREWS**, John,—commanded the *Lizard* in 1664, and the *Sophia* in 1666.

**ANNESTY**, Abraham,—was appointed, in 1664, commander of the *Maryland* merchant, and of the *Delph* Prize in 1665. In 1666 he was removed into the *Kilversome*. From the time he quitted this ship he held no command till after the accession of James the Second, by whom he was, on the 17th of June, 1685, appointed commander of the *True Dealing*, a ship hired from the merchants. Nothing is known further of him.

**ARCHER**, Anthony,—is to be remembered only as commanding the *Good Hope*, in 1664, of thirty-four guns, and having been unfortunately taken in the following year, by the Dutch fleet under *Opdam*; who, seizing the opportunity of the duke of York's being driven off the coast, slipped out of the *Texel*, and captured this ship together with a valuable homeward-bound fleet from *Hamburgh*, at that time under her convoy.

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succeeded in deceiving a Dutch privateer, off *Alborough*, who had done much injury to our coasting trade, and eluded our swiftest sailing cruisers, so that she ran boldly down to him as to a certain prize, and discovered not her mistake till it was too late for her to escape.

**APLETT**,



AYLETT, John,—was, early in 1664, appointed to the John and Katherine; and, a short time after, during the same year, promoted to the Portland. He continued to command this ship a considerable time, which is a very unusual circumstance at this period, the succession of different commanders to the same ship being almost incredibly rapid. In the month of June, 1666, we find him obliged to quit the fleet under the duke of Albemarle, his ship, the Portland, being disabled very soon after the first action in that year commenced with the Dutch, in consequence of another English ship having unfortunately run aboard of him. A grievous mortification this to a gallant man, and equally unfortunate to his country, to be deprived of his services just at the moment when they were so much wanted. He quitted the command of the Portland in the year 1667; and, in 1668, was appointed to the Forrester. He did not long continue captain of this ship, for, in the following year, we find another officer commanding her. As we do not find he ever had an appointment afterwards, we may naturally conclude he either died in a short time, or retired from service.

AYSCOUGH, Sir George,—was descended from an ancient and honourable family in Lincolnshire; his father, William Ayscough, being gentleman of the privy chamber to king Charles the First, sir George was knighted by that monarch. On the civil war's breaking out he adhered to the parliament; and having been bred to the sea, was continued in the same command he had held under the king. When the fleet revolted, in the year 1648, and went over, *to the number of seventeen ships*, to the prince of Wales; sir George, true to his trust, brought off his ship, the Lion, into the Thames; and the parliament, in token of their confidence, sent him to watch the motions of his late associates. The following year he was appointed admiral on the Irish station, relieved Dublin, and continued in those seas as long as his services were required. In the beginning of the year 1651, he was sent to reduce the Scilly islands, which were garrisoned for Charles the Second by a very considerable force, under sir John Grenville. This enterprize being quickly and successfully terminated, he sailed for Barbadoes,

Barbadoes, which, after some contest, he reduced also, notwithstanding lord Willoughby had assembled a force little short of five thousand men to oppose him. On his return to Europe he found the Dutch war commenced; and such was the posture of naval affairs, such were the exigences of the state, that, foul and out of condition as his ships were, he put to sea a short time afterwards; and falling in with the Dutch Saint Ube's fleet, consisting of forty sail, he took, burnt, or destroyed thirty of them. Having returned from this very successful expedition\*, Van Tromp, the Dutch admiral, receiving intelligence of his being in the Downs with a small squadron†, meditated his destruction: to this end he detached a considerable force, both to the southward and northward, to prevent his escape, and then prepared to attack him with no less than forty ships. But such was the disposition made, and the precautions taken by sir George, that after having viewed his position, Van Tromp prudently thought proper to decline the attempt, and sail northward in search of Blake. Sir George being reinforced sailed to the southward; and being off Plymouth, fell in with the Dutch fleet, under the command of De Ruyter, convoying a fleet of merchant ships outward-bound. An action immediately took place, and ended only with the night‡. The event of the action, as well as the force of the two contending fleets, is variously related by different historians. It is said, in the Life of De Ruyter, which certainly was

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\* Historians are not very clear in their accounts, whether this event took place at this time or after his return from the Downs.

† Consisting, as some authors say, of seven; but, according to others, of ten men of war.

‡ The following is an extract of a letter relative to this action, written by captain Lucas to Mr. Hill, and published in his letters.

“Plymouth, Sept. 10, 1652. The middle of last month sir George Aikew, with his fleet, came in from sea; and, from the time they were in sight, had so great a conflict with the Flemings, that the like has not, of late, been performed at sea: many of our ships have lost their masts and yards, and have had their rigging entirely torn away, all which they are repairing as speedily as possible. By the best account we have, about two hundred were killed and wounded. The glory of the day is chiefly attributed to sir George, who ought to be esteemed by all, both for his valour and care in whatever is committed to his trust.”

intended as a panegyric, and published immediately after his decease, "that *De Ruyter's* squadron consisted of FIFTY men of war. And advice of their arrival off the back of the *Ile of Wight*, being brought to the pretended parliament of England, *sir George Ascue*, who then commanded a fleet of FORTY men of war in the west, was ordered to stretch over the Channel to hinder, or, at least, dispute their passage. Accordingly, on the 6th of August, 1652, the two fleets came in sight, and, about four in the afternoon, to blows; and here continued a sharp fight, bravely maintained on both sides, till separated by night, both lay by." Clarendon states the English squadron at thirty; and the Dutch sixty ships of war and thirty merchant vessels. Rapin, on what authority we know not, asserts that Ruyter's squadron consisted only of thirty-four ships. Dutch authors carry the matter still further, and say Ascough's consisted of forty ships, twenty whereof were first and second rates; and Ruyter's of only thirty-three, from twenty-four to forty guns; and that he was so weak as to be obliged to draw twenty, the stoutest of his convoy, into the line. Whitlocke, who lived at the very time, says, the Dutch fleet (probably including such of the convoy as were in the line) consisted of eighty sail; that the action lasted three days; that *sir George Ascough's* squadron consisted of thirty-eight ships of war and four fire-ships; and that the Dutch admiral was sunk. Lediard, who probably collated all the different accounts, and procured the best private information in his power, says, *sir George* having charged the enemy with the utmost gallantry, broke through their line and weathered them; that after this advantage, not being properly supported by some of his ships, he thought proper, after night had put an end to the contest, to retire to Plymouth; that the Dutch had two ships sunk. Amidst so many various accounts, some of them almost contradictory to each other, and others fraught with fiction, and palpable absurdity, it is highly difficult, if not impossible, to develop the truth. It may, however, probably be fairly insisted on, that as the superiority, in point of force, was on the side of the Dutch, so was the loss also in the same proportion, notwithstanding the gallantry and conduct of the celebrated Ruyter enabled him to effect his grand point, and carry off the convoy in safety. The spirit and ability

ability exhibited by sir George in this action, were not sufficient to preserve to him the confidence of his new masters: they were offended at his lenity \* to sir John Grenville at Scilly, and lord Willoughby at Barbadoes. These furious republicans would be content with nothing short of unconditional submission from a royalist. Generosity to a vanquished opponent was, with them, a crime of the blackest dye. They thought proper to dismiss him from his command, under the shallow, though common democratical pretence, "that he had not been so victorious as he ought to have been." Yet, notwithstanding the spleen they certainly bore his generous conduct, they possessed not courage enough to gratify their malice to the full extent of their wishes, but were pleased to grant him, as a douceur, or palliative to his dismissal, a pension of three hundred pounds a year on Ireland, and the sum of three hundred pounds in money. From this time sir George continued to live privately, not taking any command at home, during the protectorate. One of Cromwell's last projects was, that of prevailing on sir George to go over to Sweden to command the fleet of Charles Gustavus, who had ever been in the strictest alliance with him, and was now threatened by the Danes and Dutch †, But, owing to the delays at home, the fleet sent under the command of vice-admiral Goodson, was prevented by the ice from entering the Baltic. Sir George proceeded to Sweden by land; and, as he was received, so he continued to live in the highest estimation, and favour with the king, to the time of his death, which happened early in the year 1660. Returning to England soon after the restoration, he was appointed commissioner of the navy, and, on the commencement of the Dutch war in 1664, rear-admiral of the blue. In that station he served at the memorable battle of the 3d of June, having hoisted his flag on board the Henry; and on the duke of York's quitting the fleet, was promoted to be vice-admiral of the red under the earl of Sandwich, who carried the standard as admiral of the fleet. He was afterwards promoted to be admiral

\* Eyes, according to the known laws of war, shown to gallantry.

† At this period Oliver died; the project was, however, pursued by his successor Richard.

of the blue\*, and served in that capacity in the battle with the Dutch, which began on the 1st of June, 1666. During the two first days of the action sir George, as he had been ever accustomed, behaved with the utmost gallantry; but, unfortunately, on the third, while endeavouring to form a junction with prince Rupert and his squadron, who was hastening to the assistance of the English fleet, then hard pressed by the Dutch, he struck † on a sand, called the Galloper, when after having, for a considerable time, defended his ship with the utmost bravery, against an host of enemies, he was at length compelled, his men absolutely refusing to defend the ship any longer, to surrender; and the Dutch being unable to get their conquest off, after having removed the men, set her on fire. The Dutch, according to their wonted custom, insulting those whom they had conquered, paraded their captive through their whole country, and afterwards shut him up in the castle of Louvestein. When he returned to England he was received in the most gracious manner by the king ‡, and most affectionately by the people. But after the misfortune he had met with, declining going to sea any more, he continued to live privately, and in so great a degree, that it is not, with any certainty, known at what time he died §.

BACON, Philemon,—after having served as lieutenant of several ships of war, (the Assistance in 1661, the Bon-

\* Echard, Rapin, and many other historians have very erroneously stated sir G. Ascough to have been admiral of the white, and sir T. Allen of the blue; the very reverse is the fact.

† His flag was then flying in the Royal Prince of 100 guns, the heaviest and largest ship in the whole fleet.

‡ Sir George was not released from his confinement till the end of October, 1667. He arrived in London, and was introduced to the king, on the 12th of November following.

§ Such is the account given by the best naval historians, Campbell, Lediard, and others. But in a manuscript list of the navy, to which, considering the quarter from whence it was procured, the most unquestionable credit is to be paid; it appears that sir George was employed in the year 1668, at which time he hoisted his flag on board the Triumph, and again, in the year 1671-2, being then on board the St. Andrew. This, in all likelihood, may be strictly true; but these appointments taking place in time of profound peace, were not of consequence enough to attract the notice of the historian, who is, in general, too busy to attend to trivial matters.

adventure in 1662, the *St. Andrew* in 1663, and the *Plymouth* in 1664) was, in 1664, appointed to command the *Nonfuch*. In the following year he was successively and rapidly captain of the *Oxford*, the *Assurance*, and the *Bristol*: the last of these ships he commanded in the first action between the duke of Albemarle and the Dutch in the year 1666. Being one of the look-out ships from the fleet, as he was the first who discovered the enemy, so was he also among the first who fell in the ensuing action, lamented by his friends and applauded by his enemies, as a man who would undoubtedly have left behind him more numerous proofs of his gallantry, had not fate deprived him of the opportunity.

**BASSE**, William,—commanded the *William* in 1664, the *London Merchant* and *Oxford* in 1666, and the *Portsmouth* in 1668.

**BEARE**, Amos,—was appointed captain of the *Nonfuch*, and soon afterwards of the *Letty*, in 1664; of the *London Merchant* in 1666; of the *Richmond* in 1667; and, lastly, of the *Golden Hand* in 1669.

**BERRY**, William,—was, originally, lieutenant of the *Swallow ketch*; and, in 1664, was made commander of the *Eaglett ketch*. In 1665 of the *Wivenhoe*; and, lastly, of the *Young Lion*, in 1666.

**BLACKLEACH**, Abraham,—was lieutenant of the *Old James* in 1664; and, towards the end of the same year, was promoted to be captain of the *Little Mary*.

**BOND**, Edward,—commanded a vessel of war, called the *Dutch Galliot*, in the year 1664.

**BROWNE**, Zachary,—was appointed to the command of the *Assistance* in 1664; and, again, to the same ship in 1667.

**BURROUGHS**, Anthony, was lieutenant of the *Henrietta* at the time of the Restoration. In 1664 he was appointed to command the *Newcastle*; and, in the following year, we find him serving again as a lieutenant on board the *Centurion*.

**CADMAN**, James,—may be supposed to be the same person mentioned in Gillingwater's *History of Lowestoffe*, under the name of Canham, which is, most probably, the true mode of spelling it, as a commander in the royal navy, during the Dutch wars, in the reign of Charles the  
Second,

Second, and whose family had been, for several generations, settled in that town. No such name as Canham appears in the ms. list of naval commanders: that which approaches nearest to it is, Cadman; he commanded the Flamborough Merchant in 1664.

CHAPPELL, George,—commanded the John and Margaret in 1664.

COTTIN, Richard,—after having commanded the Bryar fireship in 1664, served as second lieutenant of the Royal James in 1672.

CROSMAN, Robert,—commanded the Nonfuch ketch in the year 1664.

CUTTLE, John,—is known only as having been appointed to command the Hector in 1664, and that he unfortunately lost his life in the following year, his ship being sunk in action with the Dutch.

DARCY, Thomas,—descended of a very ancient and honourable family, lineally deduced from the Norman d'Arcie, who entered this kingdom with William the First, surnamed the Conqueror, and by whose immediate grant he became possessed of thirty-three lordships or manors, in the county of Lincoln, was the fourth son of John, lord Darcy, and Dorothy his wife, daughter of sir Henry Belassyze. Having entered very young into the navy, he was specially recommended, by the duke of York, to the notice and protection of sir Richard Stayner, A letter for this purpose, dated May the 7th, 1661, and written by the duke's order, being inserted in his Memoirs. Mr. Darcy appears to have well-merited this extraordinary recommendation, for so early as the year 1662 we find him appointed lieutenant of the Monk. He served in the same office, on board the Kent, in 1663, and in the following year on board the Revenge. He was, during the course of the year 1664, promoted to be commander of the Pembroke; and continuing to merit that noble and illustrious patronage he had acquired in his earlier days, he was, in the year 1666, appointed to the Mary Rose: in this ship he was present in both the actions which took place during this year. In 1669, having removed into the Dartmouth, he sailed for the Streights in company with, and under the command of sir John Harman. He continued on this service (occasionally returning

turning to England, and back again to the Streights, with convays) till the year 1672, when he quitted that station entirely, and was appointed commander of the Montague, and, in the following year, of the St. George, a second rate. But it is somewhat singular, that although the nation was at war, during both these years, with the Dutch, no mention occurs in any public or private account we have hitherto seen, of either of these ships, or their honourable commander. The time of his death also is unknown.

ELLIOT, Thomas,—was, in 1664, appointed commander of the Catherine, a ship of war hired from the merchants; and, in 1665, being removed into the Sapphire frigate, he fell in, during the month of November, with the Dutch fleet of buffes, off the Dogger, under the protection of four men of war; nevertheless, such was his activity and address, that he captured three and dispersed the rest. He was soon after (in all likelihood on account of this very piece of service) promoted to the Revenge, a third rate; and sent in the ensuing spring, commodore of a Squadron of six sail sent to the northward, to check the depredations that might be attempted on our commerce, by any flying squadrons, or single cruisers, of the enemy. He returned in time to contribute his share towards the victory gained by the duke of York; and still continuing in the Revenge, was present at both the actions, which took place the following year, when the fleet was under the command of prince Rupert and the duke of Albemarle. After the return of the fleet into port, he was removed into the Anne, a ship of the same rate as the Revenge. He continued to command the Anne till the end of the year 1667, when he was appointed to the Reserve. Peace being concluded soon after this, we meet with nothing further relative to captain Elliot, till the year 1672, at which time we find him captain of the Yorke, one of the Squadron under sir Robert Holmes, at the time he attacked the Smyrna fleet. In this action, as he had the credit of deserving, in common, it must be confessed, with the rest of the commanders, so had he the honour of obtaining the highest reputation, for gallantry and good conduct. He continued to command the same ship, and had a further opportunity of distinguishing him-



himself in the action with the Dutch, which took place in the month of June following. Being severely wounded in that engagement; he was, on his recovery, promoted to the London; a very fine second rate. Here we have to lament how very inadequate; even at this short interval of time, private information, or public records are, to complete the history of such an host of gallant persons, among whom we certainly should be guilty of an act of injustice were we not to enroll captain Elliot. Nothing further relative to him having come to our knowledge.

ERLISMAN, Richard,—was made captain of the *Hawke* sloop in 1664, of the *Hawke* ketch in 1666, and the *Tulip* dogger in 1673.

ERWIN, George,—commanded the *William* in 1664.

EWENS, Thomas,—commanded the *Kent* in the same year:

FAIRER, Robert,—was; at the same time also, made captain of the *Revenge*.

FOOTE, Peter,—was appointed commander of the *Bryer* in 1664, and, in the course of the same year, was removed into the *St. Paul*.

GETHING, John;—was made commander of the *Faine* fireship in 1664; and, in the following year, was appointed, successively, to the *Horseman* (prize) and the *Black Bull*.

GREGORY, William,—commanded the *Dolphin* fireship in 1664.

HARMAN, Sir John.—This brave; and justly renowned commander was appointed captain of the *Gloucester*, of fifty-eight guns, in 1664; and, in the following spring, served as lieutenant\* of the *Royal Charles*: The office he bore is not, however; to be taken according to the present meaning affixed to the term. He was; in fact, captain of the ship, as sir William Penn, who was on board the *Royal Charles* with him, was captain of the fleet†. The enemies of the duke of York have taken

\* For thus he is styled in the navy list.

† Campbell renders this very clear. "The duke, in quality of lord high admiral, had two captains on board his ship, sir William Penn, who had the rank of vice-admiral, and captain, afterwards sir John Harman.

some pains to asperse the character of sir John Harman, as having been concerned in the business with Brounker. The rage of party can reconcile the greatest absurdities and persuade the most sensible men of the propriety of its dictates: but certainly no man can stand clearer of all blame than he does. The story, as related by unbiassed persons, is simply this. After the action, in which it is admitted, on all hands, the Royal Charles bore so distinguished a part, the duke having retired to his cabin for repose, Brounker, who was one of the gentlemen of his bed-chamber, came to sir John, who was then standing near the helm, and pressed him much to shorten sail, urging as a reason, the risk the duke ran if his ship, the headmost of the fleet, should fall in singly with the enemy upon their own coasts. Sir John ever attentive to, and intelligent in his duty as an officer, answered, "*he could do nothing without orders.*" Brounker accordingly went back into the cabin, and brought him orders, as from the duke, to shorten sail. Sir John obeyed. It must be apparent to any person who will be at the pains of considering the foregoing statement, that, let the blame (if any) lay where it will, not a shadow of it is imputable to sir John, whose subsequent conduct through life proved him one of the last men in the world, who could with justice be charged either with treachery or want of spirit. As a convincing proof no such opinion was entertained of him by government, he received the honour of knighthood, and is said in the navy list to have been appointed, immediately after the action, rear-admiral of the white, and that he hoisted his flag on board the Resolution. This we apprehend to be a mistake, as we find him both in the navy list, and every other document, serving, when the fleet put next to sea under the command of the earl of Sandwich, as rear admiral of the blue on board the Revenge, an highly merited, though very rapid promotion, when we consider scarcely twelve months had elapsed since he first became a commander. In the month of November following he was detached, by the earl of Sandwich, with eighteen ships, to bring home the fleet from Gottenburgh. On his return he shifted his flag into the Henry, and distinguished himself too remarkably, in the long action between the duke of Albemarle and the Dutch, to be passed over in  
general

general or common terms of approbation. Leading the van of the English fleet, he soon got into the center of the Zealand Squadron; and being in a short time completely disabled, one of the enemy's fireships grappled him on the starboard quarter: he was, however, soon freed by the almost incredible exertions of his boatswain\*, (as it is asserted by all historians, but according to the navy-list it appears he was his lieutenant) who having in the midst of the flames loosed the grappling-irons, swung back on board his own ship unhurt. The Dutch bent on the destruction of this unfortunate ship, and seeing the ill-success of the first, sent a second, who grappled her on the larboard side, and with much greater success than the former, for the sails instantly taking fire, the crew were so terrified that near fifty of them, among whom the chaplain is said to have been one, jumped overboard. Sir John seeing this confusion ran instantly, with his sword drawn, among those who remained, and threatened, with instant death, the first man who should attempt to quit the ship, or should not exert himself in quenching the flames. This spirited conduct had the desired effect; the crew returning to their duty soon got the fire under: but the rigging being a good deal of it burnt, one of the top-sail yards fell and broke Sir John's leg. In the midst of this accumulated distress a third fireship prepared to grapple him; but ere she could effect her purpose, four shot from the Henry's lower-deck guns sunk her. Evertzen, the Dutch vice-admiral now bore up to him†, and calling on him to surrender, offered him quarter. Sir John answered him bluntly, "*It was not come to that yet,*" and giving him a broadside killed the Dutch commander, which so intimidated the rest of his adversaries, that they declined all farther contest. The Henry, shattered as she was, her commander disabled, and great part of her crew killed or wounded was, nevertheless, carried safely into Harwich,

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\* The name of this hero was Thomas Lamming. Vide his Life, An. 1666.

† In the account said to be published by Sir John Hartman himself, Evertzen is reported to have attacked him before he was boarded by the fireships, and that he made good his retreat; as soon as he had cleared himself, by sinking the third.

whence, sir John having the next day refitted her, as well as the time and circumstances would permit him, and hoping to share in the honour of the last day's engagement, put to sea (*notwithstanding his broken leg*) but unfortunately, as sir John thought, the action was over ere he reached the fleet. Notwithstanding his excess of spirit had carried him so far, as to hurry back, maimed as he was, into the face of danger, the joint admirals, prince Rupert and the duke of Albemarle, thought it neither prudent, nor humane to suffer him to go to sea again, till he had recovered from his misfortune; so that on the fleet's going out a second time, after being refitted, his place was supplied by rear-admiral sir John Kempthorn. In the month of March 1667, he was sent in the *Lyon*, a third rate of fifty-eight guns, commander-in-chief of a squadron destined for the West Indies, with permission to wear the union flag at his main-top, as soon as he should be clear of the Channel\*. He arrived at Barbadoes the beginning of June, having under his command seven men of war and two fireships, and two days afterwards set sail for Nevis, taking with him four men of war he found in Carlisle bay on his arrival. Having reached Nevis on the 13th, he received intelligence, by the Portsmouth ketch, that the French fleet, consisting of three, or four-and-twenty men of war, was then lying at anchor under Martinico. Having called a council of war, it was

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\* Lediard, Campbell, and all other naval historians have reported an action, in which sir John Harman was commander-in-chief, to have taken place, off St. Christopher's, on the 10th of May, between the English, and the united squadrons of France and Holland, and that the anecdote relative to his temporary recovery from a fit of the gout, during the continuance of the action, as will be presently related, took place at that time. We have great reason to believe sir John did not arrive in the West Indies till the beginning of June, consequently this engagement (which certainly happened) was fought by the men of war who were in the West Indies previous to sir John's arrival. We do not flatter this with the most distant wish of diminishing sir John's reputation, for whom we entertain the highest veneration, but merely for the sake of historical truth. The laurels truly gained by sir John Harman require no such extraneous aid, as the addition of those, which do not of right belong to him. Sir John Berry, who at that time was in the West Indies, was, we have not the smallest doubt, the officer who commanded in the action alluded to. *Vide his Life.*

unanimously determined to attack them immediately, ere they should have had information of his arrival. Putting to sea that very night, he got sight of the French fleet laying close in under Martinico, protected by three considerable forts, which began to fire on our ships as they approached, but without receiving any return. Notwithstanding the superiority of the enemy, and although they had three fireships with them, neither stratagem nor insult were of sufficient avail to draw them from their station. The next morning sir John began the attack; and having silenced the forts, proceeded to attempt the ships, but without success, or much damage done on either side, owing to the wind being at first contrary, and afterwards flattening to a dead calm. On Tuesday the 25th, the wind being then favourable, the admiral renewed the attack\*, and in a short time so far succeeded as to set fire to eight of the enemies best ships, of which their flag was one. Of those which remained many were sunk; some in consequence of the damage they received in the encounter, others to prevent their falling into our hands; so that of the whole fleet, two or three only escaped. This success, brilliant as it was, was achieved with but trivial injury to our ships, which were soon rendered again fit for service, and the loss of four-score men only killed and wounded. The power of further hostilities, on the part of the enemy, being thus taken away, and a general peace being concluded soon afterwards, sir John having shifted his flag into the *Defiance*, returned to Europe in the month of January following, and arrived in the Downs with a considerable number of merchant ships under his convoy on the 7th of April. Disdaining that retirement his infirmities might appear to demand, he was the following year appointed rear-admiral of the fleet bound to the Streights, under sir Thomas Allen, and hoisted his flag on board the *St. David*. He returned from thence in 1670, probably on account of

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\* There is a remarkable anecdote concerning sir John Harman in this action, related by Lediard, and copied from him by other historians. He is said to have been very lame at this time, and in great pain from the gout; yet, on bearing in for the enemy's fleet, he got up, walked about, and gave orders, as if in perfect health, till the fight was over, and then became as lame as ever he had been.

his ill state of health, which had been much impaired by fatigue and long service. On the commencement of the Dutch war in 1672, he appears to have served, having his flag flying on Board the Royal Charles, as rear-admiral of the blue, rear-admiral of the red, and vice of the blue. In the first of these capacities he acted at the action off Solebay; and, after the death of the earl of Sandwich, and the removal of sir R. Holmes, was successively promoted to the two latter. Campbell has thought proper, in terms perhaps too harsh, to censure the appointment of sir J. Harman to be vice-admiral of the red, in the following year, in the place of sir R. Holmes, and has represented him, in consequence of his bodily infirmities, as totally incapable of filling so eminent a station. Nevertheless, his exertion, in the second action, when he himself and thirteen ships only were left with prince Rupert to stem the attack of the whole Dutch fleet under De Ruyter, was such, as may convince unprejudiced persons, that however disease might have enervated his body, it had no effect whatever on the faculties of his mind. He hoisted his flag on board the London, a second rate of eighty guns; and, after the unfortunate death of sir E. Spragge, was appointed to succeed him as admiral of the blue. However high, and deservedly so, the former may stand in the opinion of the world, no person can, with justice, assert, the nomination of sir John Harman derogated, in the smallest degree, from the honour of his gallant predecessor. Peace, and the retirement of sir John, took place almost immediately; and, as is the fate of many other great and noble persons; whose very names are forgot almost as soon as they ceased to be serviceable to their country, we have not been able to learn any further particulars concerning him, or even discover the place, or time of his death.

HART, John,—was appointed captain of the Bristol in 1664; in 1665 he was promoted to the Revenge, and in the following year was removed into the Rainbow. During the time he held the command of the two last ships he was present at all the general engagements which took place between the English and Dutch fleets in the the course of the first war. In 1669 he was appointed to a ship called the Loyal Subject, and in the following year

year to the Ruby of fifty-four guns (the ship taken by sir T. Allen from the French). He did not long continue in this command, being very soon afterwards removed into the Portland. He commanded the Rupert in 1671; and, on the commencement of the second Dutch war, returned to his old ship the Revenge. The time and manner of his death is unknown.

HATLUB, Robert,—is to be mentioned only as having commanded the George (hired ship of war) in 1664.

HEATH, John,—having served as lieutenant of the Ann in 1661, and of the Newcastle in 1662, was appointed commander of the Barbadoes merchant (a fireship) in 1664. From the time he quitted the command of this vessel, he continued unemployed till 1673, when he was appointed first lieutenant of the Victory. In 1678 he served as lieutenant of the French Ruby. No further mention is made of him.

HELLING, Daniel,—after having commanded the Colchester in 1664, was successively appointed to the Centurion, the Lyon, and the Dragon, in 1665. He acquitted himself with the greatest honour in the action between the Duke of York and the Dutch, and was promoted, by prince Rupert and the duke of Albemarle, to command the Montague, as a token of their approbation of the service rendered by him at burning and destroying the Dutch ships within the Ulic, he being one of the captains who was detached, under sir Robert Holmes, on that expedition. In 1668 he was appointed to the Bristol, and sailing soon afterwards to the Streights was removed, by sir Edward Spragge commander-in-chief of the fleet on that service, into the Mary, in 1669. No other mention is made of him, except that very trivial information, of his being frequently employed in convoying the merchant ships so far to the northward, as to be out of all danger from the corsairs; and further that he was, as an able negociator, sent ashore by sir Edward Spragge, in September 1671, to adjust the preliminaries of a treaty with the Dey of Algiers. It is not known whether he ever lived to return to England.

HERBERT, Charles,—after serving as commander of the Revenge in 1664, was appointed lieutenant of the Royal James in 1671.

HIDE, Henry,—was appointed lieutenant of the Yarmouth in 1662, and of the Rainbow in 1663. In 1664 he was promoted to the Lizard, and during the same year was removed into the Sapphire. He did not long continue in the command of this vessel, as, in 1665, we find another officer (*Elliot*) captain of her.

HOLMES, Sir John,—was the gallant brother of the as gallant sir Robert Holmes. He was appointed commander of the Jersey in 1664; and in the following year, after having first served as lieutenant of the Centurion, was appointed commander of the St. Paul; and what is somewhat extraordinary, served, in the beginning of the next year, as lieutenant of that same ship. He was in a short time removed into the Bristol, which ship we find him captain of, in the month of August. He was posted in the line of battle as one of the seconds to his brother sir Robert, and afterwards commanded one of the companies at the attack of Bandaris\*. His very conspicuous conduct on this occasion procured him the command of the Triumph, a second rate. He probably continued captain of this ship during the remainder of the war, although we find nothing further recorded of him till the year 1668, when he was made commander of the Falcon and Kent successively. In 1669 he went out with sir Thomas Allen to the Mediterranean, as commander of the Nonfuch. In 1670 he removed into the Bristol, and in the following year into the Diamond. During the time he commanded this ship he was singularly fortunate, as well as active against the Algerines. In the interval between the 24th of September and the 2d of October, he drove two of the principal Algerine corsairs from their station off Cape Spartel. But the night coming on ere he could get near enough to bring them to action, he was not able to effect any thing further against them; except that he compelled one of them; in consequence of his pressing closely upon her, to burn one of two prizes which she had taken the day before. On the 2d of October he fell in with two other corsairs belonging to Saltee; but as they separated, and stood different courses, captain Holmes was only able to drive one of

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\* See page 17.



them ashore, about two leagues to the southward of Arzila. Her companion effected her escape. Captain Holmes returning to England soon afterwards, was appointed to the Gloucester. Being one of the Squadron under the command of his brother, sir Robert; when, in the month of March following, he fell in with the Dutch Smyrna fleet, he behaved himself, as he had ever been accustomed, with the most singular gallantry. Having boarded the *Hollandia* of fifty-four guns, commanded by their rear-admiral Van Nes, he carried her, after a very obstinate dispute: but she was unfortunately so much shattered in the action, that she sunk in a few hours after he had taken possession of her. For this service he received the honour of knighthood, and was promoted to the *Rupert* of sixty-four guns. His gallantry was so conspicuous in the action between prince Rupert and the Dutch, on the 28th of May 1673, that he is one of those singled out by the prince for particular commendation; an applause doubly honourable, when the well-known valour of his less-noticed cotemporaries is brought into the account. In the action of the 11th of August he again proved himself, in every respect, deserving of the prince's particular commendation, as he was one of the thirteen captains who contributed to defend their commander-in-chief from the very formidable attack made on him, towards the close of the action, by De Ruyter, and the whole of his division. As soon as she was refitted, he was made commander of the *Royal Charles*, the ship on board which, prince Rupert, as commander-in-chief, hoisted his flag during the first engagement. Peace being concluded very soon afterwards we meet with nothing further relative to sir John till the 12th of April 1677, when he was appointed captain of the *Montague*; and two days afterwards promoted to be rear-admiral of the blue, and commander-in-chief in the Downs, with the privilege of wearing, while on that station, the union flag at his main-top-mast head. In the time of profound peace it is vain to expect a record of memorable exploits in the lives of men, few of whom are otherwise known than as the brave defenders of their country. All that can be looked for is, a simple narrative of the several commands and promotions they were from time, to time honoured with, as a species of national tribute for the  
 fatigues

fatigues they had undergone, and the difficulties they had encountered in the hour of danger. On the 26th of March, 1678, on the prospect of a rupture with France, he hoisted his flag on board the Royal Charles as rear-admiral of the fleet in the Narrow Seas. We find him, on the 17th of April 1679, commander-in-chief in the Downs; and on the 23d of July in the same year, he hoisted the union flag, at the main-top, on board the Captain. This probably had been his flag ship ever since he had held the command; for in the navy-list, which we have not the smallest reason to doubt the accuracy of, he is said to have gone on board that ship on the 9th of September 1678. This appears to have been the last period of his public service; and he experiences the melancholy fate that attends such a number of brave men, whose name is no longer remembered, than while the necessity of their exertions exists.

JEFFRIES, John,—served as lieutenant of the London in 1664, and was in the same year promoted to be captain of the Assurance. In 1665 he commanded the Plymouth, and acquired much credit in the engagement with the Dutch under Opdam, insomuch that he was promoted, the following year, to the Cambridge of sixty-four guns. His conduct during the two actions with the Dutch, in which he commanded this ship, proved him to have derogated in no degree from his former gallantry, and to have merited every reward that was bestowed on it. The time of his death is unknown.

JENNINGS, Sir William,—sprung from a very respectable family in the county of Hertford; was appointed lieutenant of the Adventure in 1661, and of the Gloucester and Portland in 1664. On the 11th of October in the same year he was promoted to the command of the Ruby, and soon afterwards knighted. Early in the year 1666 he was appointed to the Sapphire frigate; but immediately after the first action with the Dutch, in which we lost such a multitude of gallant officers, was appointed, by the joint admirals, to command the Lyon, a third rate. So high was his reputation for gallantry that, although at that time he was rather young in the service, he was sent second in command, under sir Robert Holmes, at the attack on the islands of Ulie and Schelling,  
and

and was, as we are informed in the account published at the time, to have commanded one of the divisions, provided it had proved expedient to have attacked both islands at once. That not being necessary, the destruction of the fleet of one hundred and seventy sail, which lay within those islands, was principally intrusted to him, and executed under his direction. This expedition, and the glorious success with which it was crowned, have been related in the Life of sir Robert Holmes; so that it is needless to say more than, that without derogating from the merit of the commander-in-chief, he experienced, through the whole of this glorious, but perilous enterprize, a very able, and gallant assistant in sir William Jennings. Peace being concluded in the following year, he had no further command till the year 1670, at which time he was appointed to the Princess, and sent, in company with captain Werden in the Falcon, commodore of a convoy bound to the Streights. After some stay in the Mediterranean, he was, on his return, appointed captain of the Victory\*, which ship he commanded in the memorable action between the English under prince Rupert, and the Dutch under De Ruyter. The war being concluded, he removed into the Gloucester; and on the 26th of March, 1678, was appointed, by king Charles, to command the Ruby, taken from the French. On the 30th of November following he was made captain of the *Royal James*, one of the guard-ships at Portsmouth. On the 8th of July, 1686, king James, who had ever been his patron, gave him the command of the Jersey; and on the 15th of September 1688, at the moment that monarch's feelings were awakened, and alarmed to the utmost, at the prospect of an invasion, which threatened, and happily effected the destruction of a power he had unwarrantably and illegally endeavoured to extend beyond its proper limits; sir William was pitched upon as one of the chosen few, fit to be entrusted with a command. It is necessary we should here make a pause: our narrative, in respect to him, almost totally ceases. But in justice to a gallant man, it is necessary we should endeavour to explain the motives of that conduct we can neither defend

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\* In 1678.

nor palliate. He probably considered himself, as an officer, authorised to obey, implicitly, the commands of his sovereign, of what condition or tendency soever they might be : in gratitude too to the patron who had raised him, he might feel himself bound, as it were, to second and support his interest, even supposing that service to militate against his own ideas of propriety. Thus far we have argued in support, or excuse, of a man acting in opposition to his own principles. But when we reflect on the fallibility of human nature, and how *erroneously* that nature has been repeatedly led to act, the case becomes materially altered : and if we consider this man as acting according to the pure dictates of his conscience, we can only lament that so much gallantry should have been obscured by bigotry; and that a person, whose courage and ability would have entitled him to the first rank among the defenders of his country, should be so far forgetful both of that country, and himself; as to join the band of miscreants who endeavoured to enslave it. Let us, however, pay every reasonable tribute to the integrity and political honesty of sir William Jennings, disdaining to espouse, even in appearance, the party he disapproved. On the revolution's taking place, he seized the earliest opportunity of retiring to his unpitied, and scarcely to be called unfortunate master, in France. There (*proh pudor!*) he, whose conduct, had heretofore raised him to such a pitch of excellence and high rank in the British service, condescended to become *third captain* to a French admiral. The time of his death is unknown.

JOHNSON, John,—was commander of the Little Gift in 1664.

JORDAN, Sir Joseph.—It is somewhat singular, the first intelligence we have of this gentleman is, that he was, in the year 1664, appointed commander of the St. George, a second rate, at the time the rupture with Holland was first expected. So high was the estimation in which he was held in the navy, that when sir John Lawson, who had his flag flying on board the Royal Oak, was disabled from further service, by the unfortunate wound which afterwards occasioned his death, captain Jordan was sent, by the duke of York, to take the command of that ship.

ship\*. His gallantry very deservedly procured him not only the honour of knighthood, but also the promotion to be rear-admiral of the white. Nothing memorable took place during the remainder of the year, except the unfortunate attack on Berghen, in which he was not concerned. In the long action between the duke of Albemarle and the Dutch, sir Joseph Jordan served as rear-admiral of the red: and on the return of the fleet into port, was promoted to be vice-admiral of the same squadron. In the signal defeat given the Dutch the 25th of July 1666, he held, as it is scarcely necessary to premise, a most conspicuous share. The following year is marked by the insulting attack, made by the Dutch, on the port of Chatham and our shipping in the Thames. Sir Joseph had at that time the command of the ships of war at Harwich; and so active was he in the service of his country, that he went out, at the greatest personal risk, in a small galliot, attended only by two fireships, for the purpose of reconnoitering the Dutch fleet. On their return to the Thames, a second time, sir Joseph hastened to sir Edward Spragge's assistance, with the force under his command, consisting of twenty small frigates and fireships: and having, by his skilful manœuvres, succeeded in passing the Dutch fleet, he formed a junction with sir Edward, and accelerated that retreat of the enemy, which his colleague had so gallantly begun to effect. This was the last offensive operation in the German Ocean during this war. In 1668, when we expected a war with France, we find sir Joseph Jordan to have had the command of the *Victory*, and afterwards of the *Henry*; but we are totally at a loss for any other particulars concerning him at that time, except that he does not appear to have been employed as a flag officer. The prospect of hostilities vanishing very soon afterwards, he was not again called into service till the commencement of the second Dutch war in 1672, at which time he hoisted his flag, first, as rear-admiral of the red, on board the *Sovereign*; but before the fleet put to sea he was promoted to be vice-admiral of

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\* His royal highness therefore ordered captain Jordan to go on board the *Royal Oak*; after which she did excellent good service.—  
See *Narrative Pub. by Auth.*

the blue under the earl of Sandwich. His conduct at the battle of Solebay has laid him open to censure of a very particular kind: but as his gallantry, at the very instant when he appears to have incurred this reproach, has never been disputed, even by the person who appears to have had the best ground for condemning him, it is a piece of justice due to the memory of so brave a man, to examine, with some care, the propriety of the charge. This charge is, in few words, that he suffered the ever-to-be-lamented earl of Sandwich to fall a sacrifice to the Dutch, in consequence of his over-solicitude for the safety, and protection of the duke of York. Sir R. Haddock, who was the earl's captain, thus expresses himself in his letter to the duke after the action. "Some short time after sir Joseph Jordan past by us very *unkindly* to windward, and with "how many followers of his division I remember not, "and took no notice of us at all, which made me call to "mind his saying to your royal highness, when he received his commission, *that he would stand between you "and danger*, which I gave my lord account of." It is, however, the decided opinion of all historians, that sir Joseph, by keeping his wind\*, was the principal cause of the victory that followed; and however we may feel ourselves naturally impelled to lament a conduct which, in any, the most distant, degree contributed to deprive the world of so great, and good a man, yet posterity would have been much more apt to have condemned the man who had purchased the safety of his admiral at the expence of victory. There is, moreover, this farther excuse to be pleaded in defence of sir Joseph's supposed unkindness. He appears in great measure to have acted as he did, in conse-

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\* "The fight continued with inexpressible obstinacy till towards the evening, when victory declared for the English. Sir Joseph Jordan, of the blue squadron, having the advantage of the wind, pierced the Dutch fleet and spread through it the utmost confusion."—*Campbell*.

"Sir Joseph Jordan, with the blue squadron, getting the wind of the Dutch, De Ruyter's ship was in great danger of being burnt; but being got loose from the fire-ship, he took that opportunity to gather his scattered fleet together, and quitted the place of battle."—*Lediard*.

"These ships of the blue squadron that had stood off, having got the wind bore down upon the Dutch, and assisted the duke, who pressed De Ruyter so straitly, that, towards evening, he gave way."—*Life of De Ruyter*.

quence of his admiral's special command; that the misfortune which befel the earl was owing as much to other unavoidable circumstances, as to any neglect on the part of sir Joseph, for in the former part of sir R. Haddock's letter he says, "I had sent our barge, *by my lord's command*, a-head, to sir Joseph Jordan, to tack, and with his division *to weather* the Dutch that were upon us, and beat them down to the leeward of us, and come to our assistance: our pinnace I sent likewise a-stern to command our ships to come to our assistance, which never returned, but were on board several who endeavoured it, but could not effect it." So that the charge may, perhaps with some propriety, be changed from unkind neglect, into irremediable misfortune, which prevented sir Joseph from fulfilling his orders till assistance was too late. On the return of the fleet into port he was appointed vice-admiral of the red. Whether it was in consequence of the national regret for the loss of so great a man as the earl of Sandwich, and which was, as we have shewn, in some measure imputed to him; or that the retirement of the duke of York, who had ever been his patron, occasioned that of sir Joseph also, we know not, but he was no longer employed. The time, and place of his death are unknown to us.

KEMPTHORN, Sir John,—was the brave descendant of a very respectable family in Devonshire, being born at Widscombe in that county, in the year 1620. Loyalty, and the want of fortune, prevented his father from making any better provision for him, than by binding him apprentice to the master of a trading vessel belonging to Topsham. As he naturally possessed a strong understanding, aided by unwearied diligence, he soon acquired a consummate knowledge in his profession; this, aided by the well-deserved countenance of his master, and the interest of his friends, procured him the patronage and employment of the most wealthy merchants in Exeter. In their service he made many voyages to the Mediterranean much to the advantage of their fortunes and his own reputation. A singular anecdote is related of him, and by historians of such credit and veracity that we cannot doubt its authenticity. At the commencement of the war with Spain, he was, in his passage to the Mediterranean, at-  
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tacked by a Spanish man of war commanded by a knight of Malta. Notwithstanding the superiority of his antagonists force, captain Kempthorn defended himself, for a considerable time, with the greatest spirit; but at length his shot failing, he was obliged to have recourse to a most costly, and unusual mode of defence. Having several bags of dollars on board, he substituted them in the place of the ordinary charge, rightly judging it was, at all events, better to annoy, than enrich his enemy. His newly invented shot did so much mischief to the Spaniard's rigging that he was very near getting clear, when an unlucky shot rendered him incapable of any farther resistance. In fine, he was boarded, taken, and carried into Malaga. The noble person to whom he had become captive, admiring, like a truly brave man, the gallantry of a foe, treated him with the utmost respect; and after a short time, during which he could scarcely be said to be a prisoner, sent him back to England. A few years afterwards this very knight was himself captured by commodore Ven, and, how unlike his treatment of our countryman, sent prisoner to the Tower. Captain Kempthorn, gallant as the Spaniard, was also not inferior to him in generosity. He rested not a moment till he had procured his enlargement (though such were the narrow-minded principles of warfare at that day) at the most considerable expence, and, indeed, inconvenience to himself. As true merit rarely fails to be the parent of its reward, so the credit acquired by sir John in the action, aided by his generosity, and noble gratitude in the latter instance, so elevated him in the opinion of his countrymen, that humble, and almost unknown as he was previous to those events, they became the firm, and unshaken foundation of his future fame, and fortune. The character and sufferings of his father, who had been totally ruined in consequence of his steadily adhering to the cause of royalty, in addition to the fame he had himself so justly acquired, served as so many recommendations, and inducements to him to enter into the king's service, which he did soon after the restoration. His first appointment to a command was in 1664, when he was made captain of the Kent; and in the course of the same year was removed, first into the Dunkirk and afterwards into the Royal James:



In the first action between the English and Dutch fleets he commanded the *Old James*, and early in the year 1666 was promoted to the *Royal Charles*, the ship on board which the duke of Albemarle had hoisted the standard. The eminent manner in which he had behaved under the very eye of the commander-in-chief, procured him the honour of being promoted, immediately after the action, to act as \* rear-admiral of the blue; he consequently removed into the *Defiance* of sixty-four guns, and is mentioned in the accounts of the second action, published under the sanction of government, as one of the gallant persons who eminently distinguished themselves. He was sent, not long afterwards, to the Streights, with a convoy. His care, diligence, and attention to his charge tended still farther to encrease the reputation he had already gained in war, and might have occasioned a doubt in the minds of men, whether he shone more conspicuous in the heat of battle or in the more peaceable and prudential duties of his office. He returned with a numerous fleet of merchant ships † under his convoy, in the month of May 1667. In the following year he was appointed to the *Warspight*: he was removed soon afterwards into the *Mary rose*; and having sailed again to the Streights, he fell in, on the 29th of December 1669, during his passage from Sallee to Tangier, with seven Algerine men of war, and after a very smart action of four hours continuance, not only preserved the merchant ships which were at that time under his convoy, but compelled the corsairs to consult their own ‡ safety by an expeditious flight, an enterprize sufficient of itself to im-

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\* This appears to have been only an honorary appointment, *pro tempore*, for we find him, though nominally, a flag officer, acting as a private commander of a ship of war many years afterwards.

† “Lime, May 13. Our four expected vessels which returned with the Streights fleet came in here on Saturday last; they highly commend the care and conduct of admiral Kempthorne, by which not any vessel under his convoy miscarried.”—*Gaz.* No. 156.

‡ Lediard says that two or three were sunk; but no such circumstance appears in the account of the action given at the time it took place. It is said, indeed, the admiral’s ship, and two others, received so much damage as to be in immediate danger of sinking, and to have been with the utmost difficulty kept above water.

mortalize his fame. He had in the action twelve men killed and eighteen wounded, and received so much damage in his masts and rigging, as to be obliged to put into Cadiz to refit. He sailed from thence on the 8th of March, having under his convoy a fleet of sixty-four sail; and immediately after his arrival in England received the honour of knighthood\*. In 1671 he was appointed commander of the *Victory*. On the commencement of the second Dutch war, being again called into service as rear-admiral of the blue, he hoisted his flag on board the *Saint Andrew*, a second rate. In the *Solebay* fight, without incurring the obloquy thrown on the character of sir Joseph Jordan, he, as rear-admiral of the same squadron, was one of the commanders who, by working to windward, weathered the Dutch towards the conclusion of the engagement, and completed their defeat. His merit was so conspicuous that he was soon afterwards promoted to be rear-admiral of the red, and in the following spring to be vice-admiral of the blue. He still continued in his old ship the *Saint Andrew*. In the first action which took place in the year 1673 the blue squadron, commanded by sir Edward Spragge, was opposed to the Dutch admiral, Van Tromp, and totally defeated him. In the second engagement, inasmuch as the victory was stronger contested, by so much had he the greater opportunity of rendering himself conspicuous, and historians have not forgotten to record his eminent services †. In 1675 he may be said to have, in some measure, retired from service, being, on the 25th of November, appointed commissioner of the navy at Portsmouth. This, though a place of profit and considerable consequence, was by no means coveted by John. If we may credit public report, he was considerably disgusted at being removed as it were out of the active line of service, in which his gal-

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\* On the 30th of April 1670. It is particularly said in the notification, that this honour was conferred on him for his very great valour and conduct shewn against the pirates of Algiers.

† “The battle was now renewed between these two great rivals, *Sir Edward Spragge and Van Tromp*, for glory, with equal fury; and their seconds were not behind hand with them in bravery, among whom the lord Offory and sir John Kempthorne eminently distinguished themselves.”—Lediard, page 603.

Iantry as well as prudence undoubtedly entitled him to the highest promotion. He could not, however, be said to be totally laid aside, for, on the prospect of a war with France, he was, on the 12th of March 1677-8 appointed vice-admiral, under sir Thomas Allen, of the fleet in the narrow seas, and hoisted his flag on board the Royal Charles on the 26th of March following. Hostilities gave place to more peaceable and prudent councils; and the fleet being very soon afterwards dismantled, sir John returned again to the duties of his civil employment. He did not long continue to enjoy it, or may rather be said not to have enjoyed it at all, chagrined by disappointment, as well as by the discourteous manner in which he was treated by the government, or rather cabals of the court, he died on the 19th of October 1679, leaving those, whose intrigues are said to have hastened his death, to lament that worth which they could not but admire, though they did not properly reward. A celebrated writer has summed up his character thus, at once elegantly, and concisely, "he was a most zealous Protestant, a gallant officer, and an HONEST man."

LAWSON, William,—commanded the Coast frigate in 1664.

LEVENTHORPE, Edward,—commanded the *Bears* at the same time.

LONG, Richard,—was also in the same year made commander of the *Nightingale* and sent with a convoy to the Streights, but nothing farther is known of him.

LLOYD, John,—was appointed captain of the *Dragon* in 1664, of the *Yarmouth* in 1665, and the *Plymouth* in 1666. During the time he commanded those ships he was present at the three great engagements which took place between the English and Dutch fleets. In 1668 he returned to the command of his old ship, the *Yarmouth*; in the following year he removed into the *Swallow*; and on the commencement of the second Dutch war was made captain of the *Triumph*, a second rate, a trust worthily reposed, in the hour of danger, in a man who appears, on all occasions, to have well-deserved the thanks of his countrymen, and the confidence of his commanders.

**MOULTON**, Robert,—commanded first the *Happy Return*, and secondly the *Centurion*, in 1664: in 1665 he was promoted to the *Vanguard* of sixty guns; and in the following year, the last in which he had any command, was removed into the *Ann*.

**PEARCE**, John,—it is a painful task to be obliged, among such an assemblage of brave men, to insert the name of a single person who appears to have induced even a shadow of disgrace on a profession, which ought never to be beheld, but in the most honourable and advantageous light. There is, however, this consolation, for those whose over-delicate feelings may become irritated on such an occasion, that it is, perhaps, impossible, in any other body of men equally numerous, to produce more who have been an ornament, or fewer who have been a disgrace to their country. Captain Pearce was appointed to the *Convertine* in 1664\*, and the *Hambro' Merchant* and *Portland* successively in 1667. In 1669 he was, fatally for himself and his posthumous reputation, made commander of the *Sapphire*, and sent to the *Streights*. On the 31st of March 1671, being then on a cruise off Sicily, and seeing four sail approaching him, he instantly concluded them to be Turkish corsairs†, and, notwithstanding the remonstrance of the master and the whole ship's company, who unanimously expressed their eagerness and desire to fight, persisted in running the ship ashore, by which means she was totally lost: thus it is, that a man, devoid of spirit, wishing to avoid one danger, rarely fails to meet a greater. At a court-martial, held on board the *Bezan* yacht on the 17th of September following, he was, by the general, and unanimous consent of all the members, condemned to be shot, together with his lieutenant Andrew Logon, who was deemed equally culpable.

**PEARCE**, Jeffery,—an officer totally opposite to the foregoing in every particular, save that of being of the same name. In 1664 he served as lieutenant of the

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\* This ship was one of those taken by the Dutch, in the action with the duke of Albemarle, June the 1st, 1666. We believe her to have been at that time commanded by captain Pearce.

† Though in reality, as it afterwards proved, they were not so.

Dover; and in the same year, as well as again in 1667, was appointed to command her. In 1669 he commanded the *Eaglette* ketch; and in 1672, at the commencement of the Dutch war, was promoted to the *St. George*. The battle of Solebay taking place soon after, he fell (a complete contrast of the foregoing person) supporting to the last moment of his life the honour of his profession, and the interest of his country.

PENN, Sir William.—Of the early part of this officer's life we have no account, so that the first mention we find made of him is when rear-admiral \* on the Irish station in 1648; again also in the year 1651, when, as a commander in the *Streights*, he pressed so closely on prince Rupert, as to oblige him to quit those seas, and sail to the West Indies; and afterwards as vice-admiral to Blake in the year 1652, at the time he defeated the Dutch fleet under De Witte and Ruyter. Whitlocke has borne ample testimony to his merit † in this action, during which he appears to have rendered very eminent service, notwithstanding he had the misfortune to run a-ground almost before it commenced. This ill omen of future success was averted by his activity in getting his ship speedily off the Kentish Knock, on which she had struck. He served in the same station under the joint admirals,

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\* This appears from a MS. No. 1708. Sloanian Coll. Intituled, "Instructions given by the committee of lords and commons for the admiralty and cinque ports. To be duely observed by all captains and officers whatsoever, and common men respectively, in the fleet, provided to the glory of God, the honour and service of the parliament, and the safety of the kingdom of England. Dated Westminster, May 2, 1648.

" Signed,

" Directed to our loving friend captain Will. Penn, capt. of the *Assurance* frigate, and rear-admiral of the Irish Squadron."

" Edw. Montague,  
" John Rolle,  
" Giles Green,  
" Val. Erle,  
" Alex. Bence."

\* Vice-admiral Penn demanded whether he should leave the general and bear up among the enemy; it was answered, "that we should bear in all together, as soon as some more of our fleet should come up. About four o'clock, most of the fleet being come near, they gave some single shot in a bravado to our general, who bore in among them, and the vice-admiral filled to bear after him."——  
Whitlock's Mem.

Blake and Deane, in the month of February 1652-3, when the English fleet obtained an advantage over the same enemy still more signal than the foregoing. According to Campbell, Lediard, and others the best historians, the Dutch lost nine, or, as some say, eleven men of war, besides a considerable number of merchant ships, which were taken by Penn's division. In the month of May following, when Cromwell had assumed the protectorship, and the fleet was put under the joint command of Monk and Deane, Penn was continued as vice-admiral of the fleet. In the action which took place in the month of June, with the Dutch fleet under the command of Van Tromp, Penn was boarded by that commander, who being beat off, was, in his turn, boarded by Penn, and obliged to blow up a part of his deck in order to clear it of the English, who had rendered themselves masters of it. Penn was not to be discouraged by this repulse; but entering a second time would have, in all probability, captured him, had he not been very timely relieved by De Witte and De Ruyter. The Dutch were completely defeated, but not yet sufficiently humbled, by this disaster. Although they made some private overtures to Cromwell for an accommodation, they used such almost incredible exertions in reinforcing and re-equipping their fleet, that by the latter end of July Van Tromp, when joined by De Witte, was enabled to put to sea with a fleet consisting of one hundred and twenty ships. A most bloody and decisive action took place on the 29th of July. To the victory gained on this occasion, the gallantry of Penn, ably seconding the determined courage of those two well-known heroes, Monk and Lawson, not a little contributed. The loss of the Dutch was irretrievable, not only in that of their ships but that of the brave Van Tromp, who was shot through the heart with a musket ball. Peace, the natural consequence of so great a misfortune, took place in the ensuing spring. Freed from the apprehension of one enemy, Cromwell, whose extensive mind was ever bent on conquest, delayed not to provide himself quickly with another. He accordingly caused a formidable fleet to be fitted out early in the year 1654. The design was one of the greatest, considered as a national object, that ever was projected. Hispaniola, Cuba,

Cuba, Porto Rico, in short all the Spanish settlements in the West Indies were its destined victims. The chief command of this fleet, which consisted of no less than thirty men of war, was bestowed on Penn; but through some unaccountable, or, perhaps, unavoidable delay in the equipment and embarkation of the provisions and land forces which accompanied him, under the command of Venables, the Spaniards had sufficient time to prepare for their defence; and assisted, as well by the disagreement which has unfortunately *heretofore* too frequently prevailed between commanders of different tempers and services, as by the total want of discipline and subordination which prevailed among the land forces, the expedition was, in its first object, rendered abortive. Foiled at Hispaniola, they next bent their course to Jamaica. In this enterprise they were more fortunate; and after a resistance, comparatively trivial, succeeded in annexing to the dominion of Britain, an island which has ever since been deservedly rated among its most valuable possessions. Penn, however, knowing well the temper of the protector, his master, and dreading, perhaps, the effects of his resentment, felt himself considerably chagrined at a disappointment to which he could not, with propriety, be said to be instrumental. Under this dejection of spirits he resigned his command to vice-admiral Goodson; and returning to Europe\* was, on his arrival, arrested by Cromwell's order and sent prisoner to the tower. His confinement was not of long duration. Historians are, in general, of opinion, his speedy release was owing to his having, in very submissive terms, acknowledged his offence to the protector: but it might have been with greater probability, perhaps, attributed to Penn's having fully acquitted himself, to him, of the charge of misconduct; for it can scarcely be believed, a man of Cromwell's peremptory and impetuous disposition would have been satisfied for the miscarriage of so dear and favourite an object, by the mere empty pomp, and pageantry of apology and compliment. Admiral Penn had no further appointment during the protectorate; nor does he appear,

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\* In September 1655.

as might naturally have been expected, one of the most conspicuous and leading characters in the restoration. But having been long, though secretly, attached to the cause of royalty, he was ever considered as one of its most sincere and steady friends\*. His known ability in the management of all maritime affairs procured him to be nominated, immediately after the restoration, a commissioner of the admiralty and navy, with a salary of five hundred pounds a year †. He is said to have owed this appointment to the friendship, and special recommendation of the duke of York. Nor is this assertion at all improbable, when we consider the intimacy which ever continued to subsist between them, and the implicit confidence placed by the duke in his advice. Clarendon informs us, that after the commencement of the first Dutch war, the duke daily consulted, for his own better information and instruction, with sir John Lawson, sir George Ayscough, and sir William Penn, on whom the noble historian bestows the following well-deserved encomium, "that they were all men of great experience." But at the conclusion of the characters given by him of these three great persons, draws a comparison between the abilities of the two former and those of sir William, not very advantageous to the latter. This is not strictly generous ‡, and may leave an unfavourable impression on

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\* On the arrival of king Charles, Penn was among the first of those supporters of his interests who received the honour of knighthood. "Sir William Penn, commissioner of the admiralty and navy, knighted June the 9th, 1660."—Arch. Her. Coll.

† On the 4th of July 1660, in the duke of York's Memoirs, is a report on the state of the navy, signed by sir William Batten, sir William Penn, and Samuel Pepys, dated September the 4th, 1660. Sir William Penn appears also, by a letter from sir William Coventry to him, dated March the 22d, 1660-1, to have been principally entrusted, by the duke of York, in the management of the navy.

‡ And seems strongly refuted, as well by the high trust reposed in him by Cromwell, who was well known to have employed none but men of high ability, and known experience, as by a very elaborate well-digested Treatise, said to have been written by him, on the duties of admirals, commanders, and officers of all ranks, still preserved in MS. in the British Museum, (Sloan. Coll. No. 3232.) and which incontestibly proves him to have been a man of the most exalted understanding, penetrating judgment, and unwearied attention. In the same volume are several sets of instructions, to different commanders, signed Geo. Monk and William Penn, dated 1653.



the minds of some, when proceeding from a man of Clarendon's acknowledged penetration and judgment: but we must beg to remark, such comparative observations are at best unfair, and prove nothing decisive to the discredit of an individual. Pompey would have ever been esteemed the greatest general of his time, had he not been opposed to Cæsar: and Penn must also be held as a man of consummate knowledge, and experience, especially when not put in competition with two such men as Ayscough and Lawson, men whose more glittering services, in the line of their profession, aided by their ever-to-be-lamented misfortunes, have rendered them more the objects and idols of popular favour. When the rupture with Holland drew near, sir William Penn was appointed, by the duke of York, commander-in-chief in the Downs\*, as appears by his orders, dated at Portsmouth the 11th of November 1664, instructing him to seize and detain all such Dutch ships and vessels as he should meet with. When the duke went himself to sea in the following year, sir William was appointed captain of the fleet, with the rank of vice-admiral, and consequently to serve on board the Royal Charles with the duke. Clarendon assigns the following reason for this appointment, which was at that time singular, and new in the service. "There was somewhat of rivalry between sir George Ayscough and sir William Penn, because they had been in equal command; therefore the duke took sir William Penn into his own ship, and made him captain of it, which was a great trust, and a very honourable command, that exempted him from receiving any orders but from the duke, and so extinguished the other's emulation." At any rate there cannot be a stronger proof of the duke's attachment and high opinion, than his entrusting him with such an office, by which he, in effect, confided to him the guardianship of his honour, and, as his lieutenant, the direction of the fleet. Sir William has been very fortunately almost exempt from any part of the obloquy attempted to be thrown on different characters, in consequence of the fleets shortening sail after the action, instead of vigorously pursuing the Dutch to their own ports. On the duke of York's quit-

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\* It is not known on board what ship he hoisted his flag.

ting the command of the fleet, sir William was promoted to be admiral of the white. He hoisted his flag on board the Royal James. But no further action took place during that year, except the attack on Berghen, in which he was not concerned. On the return of the fleet he quitted the line of active service; and still continuing high in favour with the duke, was appointed, on the 16th of Jan. 1666, comptroller of the victualling accounts. How long he continued to enjoy this office is unknown\*, as well as the time of his death.

REEVES, Sir William,—was made lieutenant of the Henrietta in 1664; and towards the end of the same year was promoted to the command of the Mary rose. Before the fleet went to sea in the ensuing spring, he was appointed to command the Essex, one of the ships afterwards unfortunately captured by the Dutch, in the long action between De Ruyter and the duke of Albemarle. The gallantry with which captain Reeves defended his ship was too conspicuous to be passed over in terms of general praise †. He received, towards the conclusion of the

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\* We find he had not quitted it in the month of March 1668.

† Even the Dutch themselves bore honourable testimony to his gallantry, although their treatment of him appears by no means to have kept pace with their praise. “ We cannot but admire (say they) the courage of the English, particularly of captain Reeves, our prisoner, who, though much wounded, when he saw his vessel must inevitably fall into our hands, threw himself twice overboard, to avoid being taken, but was recovered by our men.”—Ext. of a Letter from the Hague, dated June 29, 1666.

The cause of captain Reeves's attempting his own destruction is very differently accounted for by himself, and in the following terms. “ That they led him to the deck, and seeing him wounded immediately stripped him to his skin; that he was then conveyed into a Dutch boat, and brought on board a man of war, whose captain refused to give him the assistance of his chirurgeon, and in which ship he was forced to lay several hours covered only with a rug: the next day he was sent to Flushing without any care taken of him, or allowance made to him, during the passage. He, “ certainly in consequence of his ill-treatment,” *slung himself overboard*, but was again recovered by the men's boathooks, and, notwithstanding his ill condition, put in irons. For the space of three days he received no sustenance, till at last, being nearly perishing, he was removed to a provost's house, where, by the care of the chirurgeon, he, contrary to all expectation, recovered; but still was kept almost naked and in chains!!!” Let us however remark,

the action, in which he had eminently distinguished himself, a musket shot a little below his right temple, which passing diagonally, lodged in his throat on the left side, and occasioned such an internal effusion of blood as deprived him of his speech. He himself was, consequently, rendered incapable of command; most of his officers were wounded, and those on whom, in this distressed situation, the command devolved, were obliged to bring the ship upon the heel to stop some shot-holes which she had received under water. In this perilous state the Bull, another English man of war, which was nearly as much disabled as the Essex, fell on board her. The Dutch taking advantage of this accumulated distress, boarded and took possession of her. It is reported that captain Reeves, when he had a little recovered himself, endeavoured, in conjunction with his gunner, to have blown the ship up, but found the powder-room in the enemy's possession, who had wisely taken the proper precautions for its security. This desperate attempt of captain Reeves might, probably, be used by the Dutch as an excuse for their treatment of him. Having recovered his wounds, he returned to England\* at the conclusion of the war; and was, on the prospect of a rupture with France in 1668, appointed commander of the Monck. He was not called again into service till the year 1673, when he was made captain of the Henrietta. He behaved with so much intrepidity in the action which took place on the 28th of May, between the Dutch fleet and the English, under the command of prince Rupert, that he made him, in his letter to the Earl of Arlington, the subject of particular commendation, in the following

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as some sort of palliative for such infamous conduct in a *civilized* enemy, that Holland, and the whole united provinces were, at that time, tyrannised over by that most unprincipled faction, of which the De Witte's were leaders, who maintained their authority only by their cruelty, and whom the vengeance of heaven suffered not to escape the justly roused indignation of a much injured people, *sublatâ causâ, tollitur effectus*. By this event Holland recovered that constitution which it had ever found productive of its happiness, and England that peace which could never have been permanent while those monsters of cruelty were suffered to exist.

\* On his arrival he received the honour of knighthood.

terms.

terms. "Among those who especially distinguished themselves in my Squadron, was sir William Reeves, who brought up a fire-ship and laid himself to leeward of Tromp; and if the captain of the fire-ship had done his duty, Tromp had been certainly burnt." He had been removed just before into the *Edgar*, in which ship he did not long continue, for we find him, in the action which happened on the 11th of August following, commanding the *Sovereign*, a first rate of one hundred guns. Falling in this memorable contest, he proved, to the latest period of his life, that the faculties of an hero are not to be depressed by bodily pain, or adversity, or contracted by the most eminent or apparent danger.

REYNOLDS, Jacob,—was appointed captain of the *Great Gift* in 1664, and of the *Hope* prize in 1666.

RUPERT, Prince.—This brave and eminent personage was the third son of the elector palatine, sometime king of Bohemia, by the princess Elizabeth; eldest daughter of king James the First. As the nephew of king Charles, at the commencement of that monarch's troubles, he came over to England, together with his brother Maurice, and offered the only means of service in his power—his sword\*. From his youth, and that impetuous gallantry which so frequently attends high birth, he did not aid the cause of his royal uncle, so effectually as he, in all probability, would have done, had his zeal been tempered with more discretion. As a soldier, brave, almost beyond competition, the fiery quality of his disposition frequently led him to risk, and even lose a signal advantage, in the hope of rendering it more consequential. Ill brooking, what he thought, the disgrace of having had victory wrested from him, he was, at times, incapable of that exertion in difficulties which men, more cool and circumspect than himself, knew well how to use. The battle of Marston Moor is, among many others, a proof of the first, and the surrender of Bristol of the latter. The loss of this town so grievously affected the king, that he is said, by Rapin and other historians, to have ordered him, by letter, to depart the

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\* On the 24th of January he was created baron of Kendal, earl of Holderness, and duke of Cumberland.

realm,

realm, and to have revoked all his commissions. Whether this be literally true or no, it is certain he went abroad, under a parliamentary pass, soon afterwards, and repaired to the fleet which had just before revolted to the prince of Wales, where he is reported to have given such prudent advice, as, if followed, would have proved wonderfully beneficial to the royal cause. On the return of the fleet to Holland, prince Rupert was invested with the chief command. Towards the latter end of the year 1648 he sailed for Ireland, hoping, by his presence, to afford some countenance to the cause of royalty, shattered and desperate as it was, even in that kingdom. Pursued by the parliamentary fleet under the command of Blake and Popham, superior to him both in numbers and equipment, he was obliged to take refuge in the harbour of Kinsale; from whence, after having suffered a blockade for some time, he formed the desperate, though necessary resolution of forcing his way through the enemy. He accomplished this on the 24th of October, though not without the loss of three of his ships. After this escape he stood over to the coast of France, seizing, by way of retaliation, on every British vessel that he fell in with. He intended to have made his way to the Mediterranean, but with what view, as is observed both by Clarendon and Campbell, does not appear. Misfortune still attending him, his fleet received considerable damage, on the coast of Spain, by a storm, which obliged five of his ships to take shelter in Carthagena. To add to their distresses, Clarendon reports they were very ill treated by the Spaniards, who not only plundered two of his ships, but also compelled several of his men to enter, contrary to their inclinations, into their service. Pursued thither by Blake, he was again obliged to betake himself to flight; and seeking refuge in the Tagus, he there experienced an hospitality he had hitherto been a stranger to. The Portuguese, at the risk of their own peace, were spirited enough to fit out a fleet of thirteen sail to defend him from attack while he continued between the Capes\*. This they did at extreme hazard and loss to themselves, Blake having, in consequence of their conduct, attacked, taken

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\* Cape Spartel and Cape Finisierre.

and destroyed their Brazil fleet. After quitting the Tagus he took shelter in Malaga: thither he was again pursued by Blake, and again compelled to make a precipitate retreat. But being unfortunately overtaken by him on the 5th of November 1650, he then lost two of the best ships in his squadron, the Roebuck and Black Prince. Having escaped total destruction with this partial loss, he cruised in the Mediterranean and Adriatic sea, rather in the stile of a Buccaneer, making prizes, indiscriminately, of such English, Spanish, or Genoese ships as fell in his way, till finding the miserable remains of his fleet now reduced to five men of war and two fireships, grievously pressed by Penn; the merchants also being rendered cautious by their repeated losses, and little further success being expected in that part of the world, he sailed for the West Indies, whither his brother, prince Maurice, had, with a division of the squadron, proceeded some time before. Here they hoped for, and actually met with many rich prizes, the only resource they now had for the pay and subsistence of their people; till in the end, prince Maurice being lost in the Constant Reformation, and the rest of the squadron miserably shattered in a storm, being deficient in every article necessary for their re-equipment, it became indispensably necessary to return to Europe. Having arrived there in safety, and disposed of his ships which remained, together with their prizes, at Nantz, and paid the men with the money produced by the sale, as far as it would extend in discharge of their demands, he laid aside, for a time, his office of admiral. In this function, though he may not have rendered himself conspicuously great, yet, considering the urgency of his affairs and his total want of experience in an occupation he was, as it were, compelled to embrace, through necessity, we may rather admire the ability which conducted him through such difficulties and perils, with so little ill success, than condemn that, as inexperience and misconduct, which may, probably with greater propriety, be called misfortune. Having quitted this line of service he retired into Germany\*, where he continued to reside till the restoration.

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\* Clarendon charges him, on this occasion, in rather harsh terms, with having quitted the king's service. The enmity that subsisted between

Returning to England soon after that event took place, he was, on the 28th of April 1662, sworn a member of the privy council; and, in the year 1664, was appointed admiral of the fleet fitted out for the purpose of watching the motions of the Dutch. He hoisted his flag on board the *Henrietta*, but very soon afterwards removed it into the *Royal James*. No notice is taken by Campbell either of this appointment or of his having served, during the following year, as admiral of the white, at the time the English fleet, under the duke of York, engaged and defeated *Opdam* \*. Of his gallantry in that action, the Narrative published of the victory bears the following very handsome testimony. "The first salutes the Dutch received from prince Rupert's Squadron, animated by the example, as well as orders of that valiant prince, made them doubt whether the victory over the English were either so certain, or so easy, as the *Heer de Witt*, and their other countrymen who were to stay at home, had persuaded them." When the duke of York quitted the command of the fleet, which he did soon after this action, prince Rupert left it also, and was succeeded in his command by sir William Penn. He returned to the service in the following year, being appointed commander-in-chief of the fleet jointly with the duke of Albemarle. The fleet had hardly put to sea, when, on intelligence being received that a French squadron was coming up the channel to join the Dutch, prince Rupert was detached with the white squadron, under sir Thomas Allen, to oppose them; and on that report quickly proving unfounded, returned to join the duke of Albemarle, whom he found much pressed by the superior numbers of the

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between these two great men is well known; and it is remarkably easy, on such occasions, for the human mind, however noble its disposition in other respects, to warp itself into the encouragement of a calumny.

\* Campbell, however, makes the following very just remark on his character. "By this time his highness's fire was, in some degree, qualified, and his judgment became cooler and fitter for the discharge of great employments: when, therefore, in the year 1666, the king entrusted him, in conjunction with the duke of Albemarle, to command the fleet, he discovered all the great qualities that could be desired in an admiral."

Dutch,

Dutch, against which he had most bravely contended for two days. The critical arrival of the prince turned the scale in our favour, and the Dutch were at last compelled to make rather a precipitate retreat, after having sustained a considerable loss. The fleets of both nations being refitted, a second action took place on the 25th of July following. Prince Rupert and the duke of Albemarle, as joint commanders-in-chief, hoisted the standard\* on board the Royal Charles, so that it is impossible to attribute a greater merit in the ensuing victory to one than the other. Indeed the comparison would be on one hand an ill compliment to the duke, whose abilities and experience could only be exceeded by his valour, while on the other the noble character of the prince, so well known and established by his former intrepid actions, would suffer no degradation if it were even believed to be inferior only to that of Monk. The duke of Albemarle having quitted the fleet soon after this victory, the sole supreme command vested in prince Rupert, who having, in the autumn, received information that the Dutch fleet was at sea, endeavouring to join the French fleet under the duke of Beaufort, consisting of forty sail, he immediately sailed in pursuit of them; and having driven them into Bullogne road, would in all probability have taken or destroyed the greatest part of them, had he not been compelled, by a storm which suddenly rose, to put back to St. Helens. In the following year we had no fleet at sea; and peace being concluded at Breda, towards the end of the summer, prince Rupert was not called again into service till the year 1672, when the second rupture with Holland took place. During this interval, he was employed in prosecuting those studies to which he had been ever attached, and through which he has very justly attained the character of a judicious artist, an ingenious mechanic, and a profound philosopher; in all which branches of knowledge, heterogenous as they are, he very eminently excelled. His public conduct has been the subject of much panegyric among historians, and de-

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\* This was, at that time, always borne by the lord high admiral. When the earl of Sandwich succeeded the duke of York in the preceding year, he continued to carry the standard as representative of the duke; for the same reason it was now borne by prince Rupert and the duke of Albemarle as his successors.

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servedly so, if we consider that, amidst the intrigues of government on one side, the turbulence of a disappointed and enraged party on the other, the contending interests of opposite principles both of polity and religion, and above all the, perhaps, justly excited clamours of those who feared the subversion; or, at least, alteration of both, prince Rupert continued, in an eminent degree, to possess the esteem and confidence of all. Employed by that government whose measures he never supported, and applauded by those who were uniformly in opposition to the court; he might be considered either as a phenomenon of political prudence, a most consummate judge of the tempers and passions of men, or as a personage of the most tried and unshakable probity, whom intrigue could never purchase, and whom neither interest, nor the nearest ties of royal consanguinity and favour could ever persuade, or bias, from the conscientious discharge of his duty to mankind. On the death of the earl of Sandwich, in 1672, he was appointed to succeed him as vice-admiral of England; and on the duke of York's quitting the command of the fleet almost immediately afterwards, it was conferred on prince Rupert; a change, at that time, highly grateful to the people, who had, with some reason, forgotten all their former attachment to the duke of York, and suffered the memory of his past services to be obliterated, by their just antipathy to his religious bigotry. He repaired to his charge early in the month of April 1673; and finding his ships in rather a backward state of equipment, and the Dutch fleet at sea publicly threatening to repeat their attack on our harbours\*, in which they had in the preceding war been but too successful, he collected together, with the greatest activity and assiduity, as many fourth and fifth rates as he could; these, assisted by a few fireships, he stationed so judiciously, that the enemy thought proper to lay aside their mischievous project. Having taken upon him the command, and hoisted the standard on board the Royal Charles, he put to sea the middle of May; and having succeeded in forming a junction with the French

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\* And also to ruin, or, at least, much injure the navigation of the Thames, by sinking at the mouth of it a number of hulks and old ships filled with stones.

squadron, in spite of every attempt of the Dutch, who were much superior in number, to prevent it, he stood over to the coast of Holland, whither the enemy had retired. On the 28th of May he got sight of De Ruyter, who was laying at anchor, within the sands, at Schonevelt. In pursuance not only of his instructions, but his own inclination to acquire fresh glory on every possible occasion, he prepared immediately to attack them. The principles of naval tactics, established during the last century, were totally different from those of the present day; they rather resembled the operations of an army, than the manœuvres of a fleet; and, in consequence of this system, a detachment was made up of thirty-five frigates and thirteen fireships, as the advanced corps by which the intended attack was to be commenced. These were to retire, as soon as they found De Ruyter got under way to meet them, and quitted the strong position he then lay in. The project succeeding, the action commenced, about twelve o'clock, between the van of the enemy commanded by Van Tromp, and the detachment which had been made from our fleet. Tromp was attacked with so much spirit that he soon gave way; and, according to prince Rupert's own words, "retired as far as the sands would give him leave." The rest of the squadrons were as ill treated; and, in fine, a very decisive victory fell to the prince, though it was unattended with any of those valuable captures and trophies which sometimes grace such an event. This is in great measure accounted for by the prince, in his letter to the earl of Arlington: he there says, "that had it not been for fear of the shoals, we had driven them into their harbours, and the king would have had a better account of them;" and again, "I hope his majesty will be satisfied, that, considering the place we engaged in, and the sands, there was as much done as could be expected." The interval of hostility was remarkably short, for on the fourth of June following, the enemy "having had," as prince Rupert observes, "an opportunity of refitting, and furnishing themselves with every thing they wanted, in consequence of the advantage they derived from laying so near their own coast, and knowing also from the quarter in which the wind had always been since the action, that the English could not have had it in their power

power to do the same." They felt themselves encouraged to put to sea with a strong gale at N. E. The prince got under way immediately to receive them. The action commenced between Tromp and the van of the English about four o'clock in the afternoon, but did not become general till five. The fleets never closed with each other; but the cannonade continued, with great briskness, till it was dark\*. At midnight the Dutch fleet tacked and stood over to their own coasts. Little can be said of this engagement, which scarcely deserves to be called more than a skirmish, except that, from the prince's own account, the Dutch went off in great disorder. The damage sustained by the fleet, added to the ill-condition in which it had put to sea at its outfit, necessarily compelled it to return. But such was the prince's diligence and activity, in forwarding the re-equipment of his ships, that he was enabled to put to sea, and again brave his enemy, almost as soon as they had received certain intelligence of his having quitted their coasts†. On the 11th of August these great competitors for fame, prince Rupert ‡ and De Ruyter, met for the third time. Their squadrons were opposed to each other; and from the cowardice, or what is, if possible, worse, the treachery of the French, under the count d'Estrees; the destruction of the prince appeared almost inevitable. The Zealand squadron, under Bankart, freed from all apprehension of contest; or attack from the French, united itself to De

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\* The following account of this action is given in the Life of De Ruyter. "The day began to close before the shot on either side, betwixt the Prince and De Ruyter, began to do execution, but at length the English must confess, that to their great wonder, they first learned here, that the Dutch powder was stronger, and the guns longer, than their own. So prince Rupert having shifted himself from the Royal Charles into the Old Sovereign, and sir Edward Spragge rejoining the fleet, they fought at distance most part of the night; and by break of day, both fleets being out of sight of each other, the prince, with the loss of many men, and disabled ships, made for the Thames."

† On the 9th of July he was appointed first commissioner for the purpose of executing the office of lord high admiral, vacant by the resignation of the duke of York, in consequence of the Test Act.

‡ Who having shifted his flag from the Royal Charles to the Sovereign in the former action, still continued on board the same vessel.

Ruyter, and with their force thus combined, fell upon, and wholly surrounded the prince, in such a situation, the personal efforts of a man are particularly essential to his preservation; and on such occasions, not courage alone, but extraordinary presence and exertion of mind, as well as body, become necessary to extricate him from distress. Surrounded by enemies, and deprived for a time of almost all assistance from his friends, he did not yet despair. Having beat off those ships by which he was more immediately pressed, he contrived to rejoin sir John Chicheley, the rear-admiral of his own division, who had early in the action been cut off from him by the Dutch, and with this reinforcement not only effectually cleared himself of his antagonists, but about two o'clock made sail to rejoin the blue squadron under sir Edward Spragge, at that time very hotly engaged with Van Tromp. De Ruyter perceiving the prince's intention, made sail after him, to assist Tromp. When prince Rupert reached the blue squadron, he discovered the miserable condition to which it was reduced, the admiral's completely disabled, and several of the other ships in a state very little superior. Seeing that Van Tromp had tacked, and was bearing down to fall upon the crippled ships, he ran between them and the enemy, and made a signal for such of the blue squadron as were in any condition for service, to fall into the line. He repeated the same signal to the white squadron, (the French under the count D'Estrees) which, though it had sustained little or no damage, and might have completely extricated him from his distress, never shewed the smallest inclination of coming to his relief. Of the blue squadron the vice and rear admiral's\* ships alone were by this time, through the great activity of their commanders, so far refitted as to be capable of obeying the signal. About five o'clock De Ruyter, with the whole of his division, having joined Van Tromp, the contest was renewed, if possible, with greater spirit and obstinacy, than in the earlier part of it; and although the prince had a force not exceeding thirteen ships to sustain this truly formidable attack, yet so successful were the valorous efforts of this naval phalanx, that, after having fought about two hours,

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\* Sir John Kempthorne and the earl of Ossory.

the Dutch began to give way and fall into confusion; this was very critically increased by the prince, who, at this instant, sent two fireships among the disordered squadrons of the enemy, and by that step completed his own deliverance, and their overthrow. After so severe and bloody a contest, it must naturally be supposed his fleet, notwithstanding it was freed from all apprehensions of future attack, must be in an ill condition to keep the sea. The prince, therefore, by returning into port, as wisely provided against the attacks of the elements, as he had just before against those of the enemy. He is said to have been received, at his return, with some degree of coolness by the king, a coolness certainly unmerited by any part of his conduct in the preceding action, and which, as it wanted a foundation, quickly vanished, as soon as the malice of his enemies became apparent, and their interest weakened. Although he might be said, from this time, to have, in some measure, retired from public service, he still retained his office of first commissioner of the admiralty, and the government of Windsor castle; here he generally resided, cultivating those arts which he had been long distinguished as the admirer, and patron of. Among other inventions and discoveries attributed to him, is, that particular mode of engraving universally known by the name of mezzotinto, and the art, since lost\*, of melting wadt, or black lead, so as to render it as perfectly fluid as any metal †.

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\* This process is in some measure explained by Lewis. "Probably the way which prince Rupert is said to have had (mentioned in the third volume of Dr. Birch's History of the Royal Society) of making black lead run like a metal in a mould, so as to serve for black lead again, consisted in mixing it with sulphur, or sulphureous bodies."—*Commerc. Philos. Technic.* p. 328.

† He is also recorded, by Dr. Birch, in the *Hist. of Roy. Soc.* as the parent of the following inventions. "A particular kind of screw applied to a quadrant at sea, by the aid of which it was secured from receiving any alteration, either from the unsteadiness of the observer's hands, or the violence of the ship's motion. A gun, which discharged several bullets with the utmost safety and rapidity. A singular improvement in the art of manufacturing gunpowder, so that its force was augmented as 21 to 2. A very curious engine for the purpose of raising water. An instrument for the more expeditious and accurate drawing of perspective, for which the Society appointed a special committee, of their members, to return him thanks. And a new and ad-

He quitted the office of commissioner of the admiralty on the 14th of February 1679; and as his years advanced, continued gradually to seclude himself more and more from those court intrigues which he had been ever averfe to, and to which he had been, in some fort, a temporary victim. He at length died, at his houfe in Spring Gardens, on the 29th of November 1682, in the 63d year of his age, and was buried in Henry the VIIth's chapel, with a solemnity befitting his high rank. No person, perhaps, ever poffeffed a more varied, and, in *some* instances, more exalted character. In his religion he was a steady Protestant, and in his political principles a constant friend to the constitution. The character of a statesman he never aspired to; and in the humble station of a private person we have already allowed thofe merits fo juftly his due, which would alone have been fufficient to have refcued from oblivion and obfcurity, a person of meaner birth, and which, while they elevate the man, difgrace not the prince. As a foldier he was naturally brave, even to an almost unjustifiable contempt of danger; but that bravery was alloyed by a contempt of advice alfo, which frequently rendered him the dupe, and eafy conqueft of fuperior Prudence. He appears to have confidered it beneath the character of a warrior, to endeavour to conciliate the affections of thofe whom he commanded, and on moft occasions to have relied more on the nerve and vigour of his own power, than the hearts of his foldiers: nevertheless, fo captivating and conciliating is it to the human heart, for a great captain to perfuade his followers of his infenfibility of fear, that we have no instance of his ever being betrayed, or deserted, in that extremity to which his own imprudence had reduced him, by thofe whom he had rigidly, if not oppreffively treated. His errors may principally be afcribed to his not difcriminating well, between the lofty dictates of a prince, and the temperate, the conciliating commands of a general. He is reported, in the journal of a co-temporary officer of high rank, to have

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vantageous method of blafing rocks in mines, &c." He is alfo noticed, by Dr. Hook, "as the inventor of a mode of making bail-hot, of different fizes."—Vide Spratt's Hift. Roy. Soc. p. 258. He alfo is acknowledged to have been the original contriver of that compofition called from him, Princes Metal.

put

put *in irons* the commander of the ship which brought over the corpse of the duke of Richmond from Denmark, for no other reason than because he had imprudently, and contrary to the rule of service, hoisted a black flag, in compliment to the deceased, instead of that which he ought to have displayed: yet, after all, it must be allowed this noble prince's errors were greatly overbalanced by his virtues; and his greatest enemies cannot but highly applaud many points both of his public, and private character, while there are a few others, which his warmest friends would neither chuse to imitate, or attempt to defend.

SALMON, Robert,—was made commander of the *Fairfax* in the year 1664; and it is somewhat extraordinary his name does not again occur till the year 1678, when he was appointed to the *Quaker ketch*. No further particulars relative to this gentleman are known.

SANSOME, or SAMPSON, Robert,—was appointed to the *Mary Rose*, and *Dunkirk*, successively, in the year 1664. He hoisted his flag, on board the latter ship, as rear-admiral of the fleet sent out under the command of prince Rupert, when the rupture with the Dutch was first expected. In the following year he was made rear-admiral of the white; and having hoisted his flag on board the *Resolution*, was one of the gallant and unfortunate commanders, who, in all ages, have held their own personal safety as of no value when put in competition with the happiness, and glory of their native country. He was killed in the engagement between the duke of York and *Opdam*. The case of admiral Sansome, as an officer, most justly entitled to posthumous fame, is singularly unfortunate. He is commemorated by historians, only in the fatal moment which put a period to his existence, and extolled in such general terms as are, as his just due, bestowed on every man who fairly offers his life a tribute to his country's welfare. We remain totally ignorant of those more minute, though scarcely less interesting particulars of his life, which historians, nearly his contemporaries, might have furnished with less trouble to themselves, and more truth to posterity, than the most accurate and laborious investigation of the present day can attain, or hope for.

SARTAIN, Stephen,—was, in the year 1664, appointed commander of the Giles ketch; in 1665 he was removed into the Eaglet ketch; in the month of June 1666 he had the good fortune to capture two very rich merchant ships off the coast of France; and very soon afterwards falling in with seven of their men of war, was chased close into Jersey. Having worked so near the shore that the enemy's ships were afraid to follow him, they manned their boats and attempted to burn his ship, but captain Sartain made so good a defence, and was also so well protected by sir Thomas Morgan, from the shore, that one of them being sunk, the remainder thought proper to desist. In 1669 he was removed into the Little Francis fireship. We have not been able to obtain any further particulars relative to this gentleman; even the time of his death is unknown.

SEALE, Thomas,—having served as lieutenant of the Resolution in 1663, was, in the following year, appointed commander of the Milford. In 1665, having been promoted to the Breda, a fourth rate, he was prematurely slain in the unfortunate attack on Berghem.

SEYMOUR, Hugh,—was appointed lieutenant of the Antelope, and afterwards of the Bristol, in the year 1663. In 1664 he was successively appointed commander of the Hector and Pearle. In 1666 he was removed into the Foresight, a fourth rate, and was one of those gallant persons who fell (the price of that victory they had so strenuously laboured to share in, and obtain) on the 25th of July 1666.

SHELLY, Giles,—is known only as having commanded the Royal Exchange, a ship of war hired from the merchants, in the year 1664.

SHEPHERD, Robert,—was made commander of the Ann yacht in 1664, of the Falcon in 1666, and again of the Ann yacht in 1668.

SMITH, Sir Jeremiah,—was appointed commander of the Mary in 1664. In 1665 he was promoted to the Sovereign, and sent commander-in-chief of a squadron bound to the Streights, with permission to wear the union flag at his main-top-mast head, as soon as he was clear of the channel. He returned from thence, with a convoy, in the month of April 1666, and was appointed admiral  
of



of the blue. He hoisted his flag on board the *Loyal London*, a new ship, of eighty guns, and bore a very conspicuous share in the great victory gained over the Dutch on the 24th of July following. The blue squadron was the weakest of the three which composed the English fleet, while that of Van Tromp, to which it was opposed, was the strongest in that of the Dutch. Notwithstanding these fearful odds of real strength, rendered still more formidable in appearance by the well-known gallantry and ability of the commander, our English admiral bravely parried every attempt made by Tromp to throw him into confusion. Having, by feigning an inferiority and retreat, insensibly and subtly drawn Tromp to such a distance from the other divisions of his fleet, then very hard pressed by the red and white squadrons under prince Rupert, the duke of Albemarle, and admiral Allen, that he was incapable of rendering them any succour; admiral Smith, as soon as he perceived he had accomplished this end, immediately proceeded to make head against his antagonist, and compelled him also, in his turn, to retire. This signal advantage, with its consequences, concluded the most memorable naval transactions of this year. In the following spring he was appointed commander-in-chief of a squadron sent to the northward. By his diligence and activity he acquired this country very sufficient amends for the injury it sustained in the attack, made by the Dutch, on their ships in the Medway, by capturing a very considerable number\* of their merchant vessels, bound from Norway and the Baltic, as well as to and from France, Spain, Portugal, and the Streights. So uneasy did the Dutch feel under these reprisals, that when they quitted the Thames, they sent a strong detachment northward for the purpose of attacking him. The two squadrons met not; and the peace, concluded at Breda, soon afterwards closed the hostile scene. In the month of October following he brought home a convoy from Kinfales. In 1668 he hoisted his flag as vice-admiral of the Channel fleet under sir Thomas Allen, at the time the war was expected to take with France. During the time† the fleet lay in the Downs, the admirals had the

\* Vide Columna Rostrata.

† On the 23d of June.  
honour

honour of a visit from king Charles and the duke of York. In the month of August following he shewed himself remarkably attentive to the honour of the flag, by compelling a French ship, which appeared to hesitate at paying the necessary and expected compliment, to come to an anchor, till her commander had made a proper and sufficient apology for his neglect. From this period he quitted the line of active service; but was, on the 17th of June 1669, appointed commissioner of the navy, with a salary of 500*l.* a year, besides an extra allowance for clerks and other incidental charges. We have not been able to obtain any further particulars relative to him, except that he sat as president of a court-martial, held on board the Bezan yacht, in the Thames, on the 16th of September 1670, for the trial of captain Pearce, of the Saphire, and his lieutenant. The time and place of his death is not known.

STAINSBY, John,—was made commander of the Eagle in 1664. From this time, to the year 1672, his name does not again occur. He was then made commander of the Happy Return, which is all we have been able to learn of this gentleman.

SWANLEY, John,—is to be remembered as having been commander of the York in the year 1664.

SWANLEY, George,—is also known only as having commanded the Princess in the same year.

TALBOT, Charles,—was descended from sir Gilbert Talbot, second son of John, the second earl of Shrewsbury; and notwithstanding his high rank, which, at that time of day might, by some persons, have been expected to have accelerated his promotion, served several years as a lieutenant before he attained the rank of a commander. In 1661 he was appointed lieutenant of the Royal Charles; of the Royal James, and Reserve in the following year; of the Jersey in 1663; and the Golden Lion in 1664. Soon as a rupture with Holland appeared unavoidable, Mr. Talbot was raised to the rank of commander, a promotion his experience, and length of service, appeared well to entitle him to. Having been appointed captain of the Guardland in the latter end of the year 1664, he was very active at the beginning of the war, and was fortunate enough to capture several of their merchant vessels.

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In 1666 he was promoted to the *Elizabeth*, a small fourth rate, and sent, with a small convoy, to Lisbon, whence he returned in the month of May. His care, and diligence were particularly conspicuous in the execution of this service; for though he was attended for several days, during his passage, by two privateers, who made frequent efforts to attack his charge, and was also unfortunate enough to fall in with a French Squadron of twenty sail off the rock, he, nevertheless, was so circumspect and skilful, that he carried all his ships in, with safety, though the enemy were, at one time, actually within gun shot. His ship not returning early enough to England, he was not present at the long and unfortunate action between the duke of Albemarle and the Dutch, but was so much disabled during the first day of the second engagement, as to be obliged to quit the fleet, and put into Harwich. Whether what might have been imputed to him as a misfortune than a crime\*, was construed into an impropriety of conduct, we know not, but he appears, after this, to have had no command for some years: at length, on the 12th of April 1678, he was appointed, by king Charles the Second, commander of the *Mary Rose*, and sent to Newfoundland. On the 28th of March he was made captain of the *Falcon*, which is the latest information we have been able to procure concerning him.

**TAYLOR, Robert**,—was made commander of the *Bendish* armed ship in 1664, and had no other command till the year 1673, when he was appointed to the *Tulip* dogger.

**TEDMAN, Henry**,—was appointed captain of the *Unicorn* in 1664.

**TICKLE, William**,—served as lieutenant of the *Henrietta* in 1661; and was, in 1664, made commander of the *Martin*.

**WITHERS, John**,—was appointed to command the *Hind* ketch in 1664, and was re-commissioned to the same vessel in 1667. In 1672 he was made captain of the *Spy* shallop.

**WOOD, Lambert**,—was appointed captain of the *Sarah* pink in 1664. In 1669 he is said to have been

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\* Mis quitting the fleet.

sent as regulating captain to Bristol\*, an employment in which he was singularly active and useful. Nothing further relative to him is known.

YOUNG, Benjamin,—was made commander of the *Adventure* in 1664, of the *Yarmouth* in 1666, and the *Fountain* in 1668. It is singularly unfortunate to the memory of a brave man, that nothing relative to him, worth recording, should appear, till we arrive at the painful task of relating the circumstances attending his death, in an action with the Turks, which, in point of gallantry, may vie with any, either at sea or land, that have occurred from the remotest antiquity to the present time. Having been appointed captain of the *Advice* in 1669, he was sent, in April 1670, to cruise in the Channel, in quest of some Turkish corsairs, who were become so very daring as to infest our very coasts. He sailed soon afterwards for the Streights, having a fleet under his convoy, in company with the *Guernsey* frigate, commanded by captain Allington. In the month of July following he fell in with a squadron of Algerine men of war, consisting of seven sail, off Cape De Gatt. The admiral and vice-admiral mounted fifty-six guns each, the rear-admiral sixty, and the smallest ship they had, not less than forty. Such were the odds with which our two frigates had to contend with, and such was the gallantry and good conduct of their commanders, that they not only defended themselves with success, but protected their convoy. As an accumulated distress to those who were already too weak, captain Young was among the first who fell: and it will be but a proper tribute to the memory of this brave man, as well as that of Mr. Barnardiston, his lieutenant†, to insert the following extract, from an account of the action as published by authority. “Notwithstanding the death of captain Young, who was among the first who fell, the two frigates so well defended themselves, that their vice-admiral was forced to bring herself upon the careen, and might have been sunk had not the

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\* In which office he was, the following year, succeeded by his namesake.

† This gallant gentleman was, most probably, prevented by death, from attaining the rank of commander.

frigates tacked about to preserve their convoys. The next morning they made several proffers to come up again, but did not, till between twelve and one of the clock, and then evidently demonstrated their dislike of the former day's entertainment, taking care not to come near, fighting only with their great guns, so that their small shot did no execution; which fight they continued till about six of the clock in the evening, and then stood off to sea, leaving the frigates, with their convoy very safe, to pursue their course, and were the next morning out of sight. In this fight the Advice had seven men, besides the captain, killed, and fifteen or sixteen wounded." A loss trivial in itself, compared with the splendor of the action, had not the commander been unfortunately among the number of the slain.

## 1665.

AKERMAN, Stephen,—was appointed commander of the Sorlings on the 18th of November 1665. He continued in the command of this vessel for two years. In the month of July 1667, he fell in with two very large Dutch privateers\*, one of them mounting forty guns, the other thirty-six. Notwithstanding the disparity of force, he not only very gallantly cleared himself from the enemy, but captured a very valuable prize that was in company, a merchant ship of two hundred tons burthen, belonging to Rotterdam. Captain Akerman may be truly said to have concluded the first Dutch war; for after having captured the two last ships that were made prize of, at least in the European seas, he was dispatched to the westward to give notice to all the vessels he should meet, of peace having been concluded. He had the misfortune, soon afterwards, to be wrecked: but, at a court-martial, held on board the Catherine yacht on the 18th of December

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\* In soundings. One of the privateers was whimsically called the *Stamp-nose*.

following,

following, he was most honourably acquitted of all blame, the accident being solely attributed to the wilfulness, and ignorance of the pilot. He had, however; no other command\* till the 1st of April 1678, when he was appointed commander of the Barnardiston. On the 15th of May 1680, he was removed to the Assurance; and the month of July following sailed for Tangier. On the 24th of September 1685, king James the Second, who had taken the management of the navy into his own hands, appointed him captain of the Rupert. On the 16th of April 1687, he was promoted to the Greenwich; and the 15th of September following to the Dreadnought. No further particulars are known relative to this gentleman.

ADEY, or ADY, Henry,—was descended from a respectable family in Gloucestershire. After having served as lieutenant of the Montague in 1661, and the Phoenix and Antelope in 1663, was appointed, after the action between the duke of York and the Dutch in the year 1665, to succeed captain Sanders as commander of the John and Abigail, and in the following year was promoted to the Castle frigate. In this ship, which mounted only thirty-eight guns, and from which much service could not be expected in a line of battle, he was, nevertheless, present at both the actions which took place during the year 1666. To have acquitted himself under such circumstances, without incurring censure, is in itself a sufficient eulogium. No further mention being made of him, it is probable he died soon afterwards, or retired from service.

ANDERSON, Robert.—Nothing further is known of this gentleman than that he is said, in the navy list, to have been lieutenant; and, in a short time afterwards, captain of the Vanguard; both in the year 1665. In the following year this ship was commanded by another gentleman.

AYLIFFE, Thomas,—after having commanded the Yarmouth in 1665, was not called again into service till the year 1671, when he was appointed lieutenant of the Edgar.

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\* Misfortune being, in those days, too frequently, perhaps, a reason for non-employment.

**BALL**, Naphali,—was made commander of the *Bramble* fireship in the year 1665, and towards the latter end of the same year was removed into the *success*, a fireship also. On the 9th of December he fell in with two Dutch privateers off the *Dogger Bank*, and after a very smart action, in which nine of the Dutchmen were killed, captured one of them, the other made her escape during the contest. He was afterwards tolerably successful in distressing the enemy's commerce, particularly in capturing a valuable prize, belonging to *Amsterdam*, in the month of *January*. The next information we meet with concerning him is, that he commanded the *Roe ketch* and *Affurance* in succession, during the year 1667. In 1672 he was made commander of the *Richmond*; and soon afterwards, in the course of the same year, of the *Greenwich*.

**BARNES**, John,—is to be remembered only as having commanded the *Hopewell* victualler in the year 1665.

**BERRY**, Sir John.—We are enabled to be more particular in our account of this very gallant and good officer, by means of some manuscript particulars and collections relative to him, made by his brother, *Mr. Daniel Berry*. We cannot but lament the unfrequency of the practice, which has deprived us of the opportunity, in so many instances, of doing more ample justice to the characters and reputations of brave men, whose memory, succeeding generations imperfectly honour, and inadequately lament, because they are not sufficiently acquainted with their respective merits. One objection only can be made to the propriety of constantly committing this guardianship of posthumous honour, like that of an infant, to its nearest relation. As the trust is, in the latter instance, sometimes betrayed through avaricious motives, so is it in the former too apt to be imperfectly, or injudiciously executed through those of natural partiality. The memoirs at present under our consideration afford a multitude of those interesting minutæ (pardon the expression) so pleasing to the lover of biography, which scarcely any person but a near relative could have furnished: they have too the additional recommendation of being generally free from that bias of consanguinity always expected on such occasions. One instance only we shall take the liberty to except to, as will  
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be presently remarked. Sir John Berry appears to have been the son of a Mr. Daniel Berry, a very worthy clergyman, whose attachment to the cause of royalty, and those principles both in church and state in which he had been bred, cost him, first his property, and soon afterwards, through the accumulated miseries of grief and want, his life also\*. The fanatical plunderers, who overran the country, resolving not to suffer their *attachment to the cause* to be disgraced by compassion for a defenceless victim, took from him all his worldly property, even to the bed on which he lay. These were sold by public auction, and the produce, we may suppose, conscientiously divided among them. His books alone, of which he had a most choice and valuable collection, were preserved from this ignominy: but that they might, according to the true, and fixt principles of republican action, pervert, as much as possible, the original intention and use of every thing that became their prey, they bestowed this treasure of literature, how changed in its use! on a miserable puritanical preacher of their own, whom *they* had appointed to succeed this good and virtuous man, in his cure. The family of the Berries had been, for some centuries, of considerable note near Ilfracomb in the county of Devon, but, like many others, had been more distinguished for their virtues than their possessions. These, humble as they were, the misfortunes and unshaken integrity of the father completed the destruction of, so that Mr. John Berry, and his elder brother, Robert, had no other resource for their subsistence, than going to sea. Of the elder brother nothing further is related, than that he succeeded well in life; and if he failed to obtain the credit of being a wealthy man, he, at least, acquired that which was the greater honour of the two, of having been an honest one. His brother John bound himself apprentice to a Mr. Robert Mering, a merchant, of Plymouth, and going soon afterwards to sea in his employ, had the misfortune to be twice taken prisoner by the Spaniards, who used him rigorously, and kept him a long time in confinement. On his return to Europe he found his old master fallen into very indifferent circumstances, insomuch that, having no

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\* About 1652.



farther occasion for his services, he released him from his indentures. Mr. Berry repaired immediately to London, where, through the interest and exertions of his friends, he was appointed boatswain of the Swallow ketch, commanded by captain Ensome. This happened in the year 1663: and sailing soon afterwards to the West Indies, the same degree of ill-fortune which had before attended him, appeared still to pursue him. The Swallow, being overtaken by a most violent storm in the Gulph of Florida, was obliged to cut away her masts, and throw all her provisions and stores overboard: having by this desperate, but unavoidable operation, escaped immediate destruction, the crew had nothing to subsist upon, for the space of sixteen weeks, but the fish they casually caught, and rain water. Having surmounted all these distresses, they at last arrived safe at Jamaica. Sir Thomas Muddiford, at that time governor, having received intelligence of a pirate who had just before committed great depredations in those seas, the Swallow was ordered to be immediately refitted, and to sail in search of him. Mr. Berry is said, on this occasion, to have been specially appointed a lieutenant, by sir Thomas, a very extraordinary and honourable instance of interference in the behalf of his brave countryman. We now come to that particular anecdote which, though we do not totally discredit, we believe to have been, in some degree, exaggerated. It is stated by Campbell, from the information of Mr. D. Berry, that on the Swallow's proceeding to sea, and captain Ensome's discovering the pirate to be of force considerably superior to himself, he rather hesitated to attack him, expressing himself in the following words: "*Gentlemen, the blades we are to attack are men at arms, old buccaners, and superior to us in number and in the force of their ship, and therefore I would have your opinion.*" Mr. Berry is reported to have immediately answered, "*Sir, we are men at arms too, and, which is more, honest men, and fight under the king's commission; and, if you have no stomach for fighting, be pleased to walk down into your cabin.*" Mr. Berry is said to have immediately taken upon himself the command, the crew having unanimously declared in his favour: and the particular circumstances relative to the action which immediately ensued, are thus related

by Campbell, from Mr. D. Berry's manuscripts. "The pirate lay at anchor to windward; the Swallow was consequently obliged to make two trips ere she could close with her: in doing this she received two broadsides and two volleys of small shot, without making the smallest return. At length, having got close along-side and grappled her, Mr. Berry boarded her on the bow, after having poured in his broadside\*, which killed the pirate *two-and-twenty men!* He then, supported by his comrades, fought his way to the mainmast, at which point of the action he called to the doctor (*the surgeon*) and his mate, to get overboard and hang by the rudder †, which they did. The pirate immediately afterwards surrendered, having only seven men left alive, and all those wounded!! and what is still more extraordinary, no person was killed on board the Swallow but the boatswain's mate!!!" The objections to the literal authenticity of this account are very numerous ‡. The circumstances reported as attending the action, are in the highest degree *wonderful*, if not improbable; and we can scarcely credit that an inferior officer, especially so young in the service, would have had, whatever might be his opinion, the temerity or imprudence, to have answered his commander in so disrespectful a manner. To this we may add, the good opinion which continued to be entertained of captain Ensome by the lord high admiral, an opinion which would certainly have been shaken, and in all probability have prevented his further employment, had he been in any degree reprehensible, as he has been reported. His continuance, and even promotion in the service, together with his conduct at the moment of his unfortunate death, strongly militate against all idea of criminality on his part. Thus far has the mere wish of doing every justice to the memory of deceased

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\* Four guns.

† Probably in respect to their *not* being men at arms, but on the pirate's civil establishment.

‡ Let it not be supposed we have the smallest intention of sapping Sir John's character for intrepidity, by unwarrantably furnishing any thing to his disadvantage. We are, notwithstanding our scepticism, very ready to admit he might, and did behave, with the most conspicuous gallantry on this occasion, though not precisely in the way just stated.

bravery,

bravery, compelled us in some measure to detract from those praises which we conscientiously think have been improperly bestowed on sir John ; but he will ever continue to wear those never-fading honours which remain fixed, far above the *malicious* doubt of the historian. On the 17th of September 1665, he was made commander of the Swallow ketch\*, and was very soon afterwards removed into the Little Mary. While in the Swallow he was very successful in capturing several valuable prizes from the enemy, and still more so after he removed into the Mary, in which ship, it is reported, he took no fewer than thirty-two prizes in four months. In 1666 he was promoted to the Guinea, a fourth rate, by the joint commanders-in-chief, prince Rupert and the duke of Albe-marle. In the following year he experienced a further promotion to the Coronation, a third rate of fifty-six guns, hired from the merchants. In this ship he was, almost immediately on his appointment, dispatched to the West Indies, where, our possessions were then much threatened by the joint squadrons of France and Holland. The force under sir John Berry consisted of ten ships of war and one fireship; that of the enemy of twenty ships of war, and ten or twelve fireships, transports, and tenders †. On the 19th of May the fleets met; and after  
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\* At the time his old captain, Ensome, was removed into the Constant Warwick.

† The following account of the operations previous to the action was published by authority.

“ Before the arrival of our ten English men of war at Barbadoes, the French had entertained a design of attacking Nevis with a body of 4000 men, which they intended to have drawn out of Martinico, Guadeloupe, and St. Christopher's, and 1500 Indians; but having by accident intercepted a sloop, sent by lieutenant-general Willoughby to the governor of Nevis, with intelligence that within ten days the ten ships should be sent him, together with all necessary supplies, the French, by a mistake, apprehending the ships were to arrive the next day, desisted from the further prosecution of their design. The ten ships arriving at Nevis, the commander-in-chief having taken order for the security of that island, sent away six of his ships to Guadeloupe, where they took and brought away with them eight French ships. By this time the French having received an additional strength from France, of six men of war, besides four Dutch men of war newly arrived from Sarinam, they revived their old design of attempting  
L a Nevis,

the action had continued for some hours, with the greatest fury on both sides, the English, by a skilful manœuvre, weathered the enemy. The action was now renewed, if possible, with greater obstinacy than before, till in the end the enemy were obliged to take shelter under the town of Bassè Terre \*, having had an almost incredible number of their men killed and wounded, and their ships miserably torn and disabled. In this long contest the English are said to have had no more than twenty-four men killed and twenty-eight wounded, and only one ship, not indeed belonging to the squadron, but a merchant vessel of Bristol, who, endeavouring to assist in the action, took fire from the flash of her own guns, and was blown up. In her, most of the seamen, and thirty soldiers, who were put on board as a reinforcement to her crew, unfortunately perished. But this melancholy accident is by no means to be taken as diminishing the lustre of this action, which has been extravagantly magnified by some, as well in respect to the loss sustained by the enemy †, as to other circum-

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Nevis, and fitted up a fleet of thirty-two sail, whereof twenty were ships of considerable force; of which the English commander at Nevis being advertised, he prudently resolved, with the addition of some men drawn out of the island, which he put on board his ships, to engage them, as he accordingly did, with that success, that after a sharp dispute he chased them home to St. Christopher's; which done he returned again to Nevis; and having received a recruit of six hundred fresh men, sent him by lieutenant-general Willoughby, he formed the resolution of finding out the enemy and engaging them in their own harbours: but they having intelligence of his design, consulted their own safety, and prevented him by getting away—N. B. to Martinico."—Gazette, No. 184.

\* St. Christopher's, then in the enemy's possession.

† Campbell relates, "that as commodore Berry sailed round the point of the island of Nevis, one of his best ships blew up, which striking his men with astonishment, he is reported to have said, "Now you have seen an English ship blow up, let us try if we cannot blow up Frenchmen; there they are, and if we do not beat them they will beat us." And further, after having driven the enemy under St. Christopher's that he sent in a fireship and burnt the French admiral. On this occasion he exultingly exclaimed, "I told you in the morning, that we should burn a Frenchman before night; to-morrow we will try what we can do with the rest." But, while he was refitting his ships, the enemy wisely stole away, the French to Martinico, the Dutch to Virginia." There is a note inserted in Campbell's Memoirs of him, containing an extract

circumstances relative to it. The account we have just given of it we conscientiously believe to be correct. Sir John Harman arriving in the West Indies on the eighth of June following, took upon him the command; and when he sailed from Nevis in search of the French Squadron, left commodore Berry behind to protect our islands from any desultory attack that might be attempted by the enemy from any unexpected quarter. Captain Berry returned to Europe in the autumn. In the year 1668 he was appointed captain of the *Pearle*, and sent to the Straights in the month of June 1669, under the command of sir Thomas Allen, who was dispatched thither, with a powerful fleet, for the purpose of overawing, and reducing the Algerines to reason. On the 7th of September, being on a cruise off cape Tenes, in company with the *Portland*, and *Nonfuch*, they fell in with a large Algerine frigate, which the *Pearl* immediately engaged, the *Portland* and *Nonsuch* keeping their wind for the purpose of intercepting her, if she should attempt to escape by the same manœuvre. The contest was long and obstinate; during which the *Pearl* had only two men wounded, notwithstanding she had taken the lee gage in order to prevent the corsair's escape. At length the *Nonsuch* and *Portland* bore down to her assistance, perceiving the Algerine had received so much damage as prevented her from laying close to the wind, if she should attempt it. The contest was now brought to a very speedy issue, by forcing on shore and burning their antagonist, which was called the *Gilt Lime-tree*, and mounted thirty-six guns. Captain Berry had afterwards considerable success in taking and retaking several vessels of inferior consequence to the foregoing. In 1670 he was promoted to the *Nonsuch*; and still continuing in the Mediterranean, diligently performed every thing that could be expected from an active

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tract from the Philosophical Transactions, relative to a tornado which took place on the 19th of August, and which captain Berry, by attending to the advice given him by a captain Layford, happily escaped the ill effects of. Campbell infers, the action above alluded to took place about that time; but the fact really is, it happened three months before. Captain B. is, in the *Philos Trans* styled sir John, but he did not receive the honour of knighthood till five years afterwards.

See Lowthorp's Abridg. *Philos. Trans.* Vol. II. p. 106.

and attentive officer, in a service, where a truce being concluded with the corsairs, nothing farther was expected, than preventing them, by a careful protection of our commerce, from committing any depredation on it. In 1671 he removed into the *Dover*, and returned to England. On the prospect of a Dutch war, in 1672, he was appointed to the *Gloucester*, but was quickly removed into the *Resolution*, as we find him commanding her, with a reputation every way consonant to her name, at the battle of Solebay, insomuch that he received, on this occasion, the honour of knighthood, with the following compliment from king Charles the Second. "As our thoughts have been now upon honour, we will hereafter think of profit; for I would not have so brave a man a poor knight." Campbell reports, "that in this battle, captain Berry observing his royal highness the duke of York very hard pressed, left his station and came in to his relief, where the service proved so hot, that in less than two hours he had no fewer than one hundred-and-twenty men killed, as many more wounded, and his ship scarcely able to float: upon this he was towed out of the line, stopped his leaks, and fell into his station again in an hour." These particulars we are much inclined to credit, in consequence of the high estimation in which he was ever afterwards held by the duke of York. Although these very honourable circumstances of valour do not appear in the account of the action published by authority, which simply states that "*his royal highness continued on his way, attended by the Phoenix a-head and the Fairfax and Victory a-stern, till afterwards, captain Berry in the Resolution, and sir F. Holles in the Cambridge, came also a-head, but were both very soon disabled.*" On the 10th of March 1672-3, he captured, about 80 leagues to the westward of Scilly, a very large Dutch privateer, of thirty guns. In the action which took place on the 28th of May following, between prince Rupert and De Ruyter, he particularly signalized himself. His ship, together with the *Cambridge*, commanded by captain Herbert, afterwards earl of Torrington, being so much disabled, that they were sent into port by the prince, though at that time his force was inferior to that of the enemy. On the 9th of March 1674-5, he was appointed, by king Charles, to command the *Swallow*; and, on the

28th of April following removed into the Bristol. He sailed soon afterwards for the Streights, as we find him driven into Genoa, together with two ships under his convoy, in a violent gale of wind, on the 11th of December following. Returning from thence, he was sent, in the month of January 1676-7, with a few frigates, and a small body of land forces, to Virginia, which colony the Indians had, a little time before, given considerable disturbance to. But these commotions had, in a great measure, subsided, before sir John arrived. On the 7th of January 1677-8, he was appointed to command the Dreadnought, and sent to Tangier as convoy to a reinforcement of troops, in the month of April 1679. He sailed from Kinsale, with five ships under his command, on the 23d of May, and arrived in the Downs, on his return from the Streights, with a fleet of merchant-ships under his convoy, on the 14th of August following. On the 27th of January 1679-80, he was appointed to the Leopard, and again sailed for the Streights in the month of March ensuing. He continued in the Mediterranean for a considerable time, for in the month of October we find him convoying some merchant-ships from Smyrna to Malaga. The precise time of his return is not known, nor have we any thing further to communicate relative to him till the 8th of April 1682, when he was appointed commander of the Gloucester, the ship which, in the month following, was appointed to attend the duke of York, who had resolved to go to Leith by sea. Sir John Berry was the commodore of this small squadron, consisting of four or five frigates; an appointment scarcely worth notice, but on account of the fatal accident which befel that ship on her passage, and which has been very unjustly made the ground of much obloquy thrown on sir John, by authors\*, and historians of that description, who appear to delight most in aggravating misfortune and enhancing distress, by the propagation of calumny. In refutation of which, as well as in justice to sir John, we have subjoined a full account of this unfor-

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\* Burnet and others.

tunate accident, as published by authority\*, together with that given of it by the good and learned bishop, *utrum horum*

\* The ship beat along the sand, not sitting fast; while our rother held we bore away west, and upon every lift of the sea went off; at last a terrible blow struck off the rother, and, as was believed, struck out a plank nigh the post, as the ship made eight feet water in an instant: upon which sir John Berry humbly desired his royal highness to have his barge hoisted out, to preserve his royal person, which his highness was unwilling to consent to, hoping, as sir John did, the ship might be saved; but the water encreasing (although we employed all our pumps and materials for bailing) and no manner of hope being left, sir John did again, with all manner of earnestness, request his royal highness to go off in his boats to the yachts; to which his royal highness consenting, the barge was hoisted out, and his royal highness took as many persons of quality with him in the boat as *she could carry*, the government of the ship being now lost, and every one crying out for help. Yet, amidst all this disorder and confusion, the great duty and concern which the poor seamen had for his royal highness's preservation, was most remarkable; for *when the barge was hoisted out and lowered down into the water, not one man so much as offered to run into her, but in this their trouble and dying condition, did thank God his royal highness was preserved. His royal highness being gone into the Mary yacht, ordered all the yachts to anchor, and TO SEND OFF THEIR BOATS*, in the mean time the Gloucester still beat on the sand, the water encreasing as high as the gun deck: however the lifting of the sea forced her off the sand, and she went into fifteen fathom water before we could let go our anchor, which proved the loss of many poor mens lives, the water encreasing so fast, that it was three feet above the gun deck *before we endeavoured to save ourselves*. She sunk so fast, that before the boats could take out the men, although *there was great diligence used*, the ship was under water, and several men perished with her, sir John Berry hardly escaping, by a rope over the stern, into captain Wyboru's boat. ALL the persons of quality are saved, except the earl of Roxburgh, the lord O'Brien, the laird Hopton, sir Joseph Douglass, and Mr. Hide, who with *several of the duke's servants*, and one hundred and thirty seamen, are lost." — The account given by Burnet is, that "The duke got into a boat, and took care of his dogs, and some unknown persons who were taken, from that earnest care of his, to be his priests. *The long boat went off with very few in her, though she might have carried eighty more than she did. One hundred and fifty persons perished, some of them men of great quality.*" When we consider the complexion of the good bishop's politics, and retain in our minds, that the account first given was published by the authority of government, which certainly would have been very cautious in stating any thing, so near home, in which it was likely to undergo the disgrace of being contradicted, we shall not long hesitate which of the two we are to pay the greatest credit to. From the same accounts, we also see the story of sir John relative to his having stood



*horam maris, accipe*, for the historian and the *Gazetteer* are by no means in the same story. It not being possible for the most inveterate malice to impute any share of blame, in the loss of this ship, to sir John, he was, on the 15th of June in the same year, appointed commander of the *Henrietta*, and sailed from the Downs, on the 3d of September following, for Tangier, with a convoy, and arrived from thence on the 18th of November. He sailed again for Tangier early in the ensuing spring, and arrived in the Downs, in his return, on the 5th of June following. On the 23d of August he sailed from Plymouth as second in command of the fleet sent out, under the command of lord Dartmouth, to dismantle the city of Tangier, which was at length found, by king Charles, not worth the expence of defending any longer, against the reiterated attacks of the Moors. The demolition of the works being specially entrusted to the earl of Dartmouth, the temporary command of the fleet, and, consequently, that of embarking the inhabitants and their effects, devolved upon sir John. He acquitted himself in this troublesome service, with so much attention to the people, and satisfaction to the king, that he is said to have been made a commissioner of the navy immediately on his return, which happened in the month of April 1684. Soon after the accession of king James, sir John was one of the persons chosen, by that monarch, as additional commissioner, on whose "*skill and vigilance*," as Campbell expresses it, he could depend for the radical reform of those numerous abuses that had found their way into the management of the navy during the preceding reign. He was also, on the 30th of June, again appointed to command the *Henrietta*. The high service rendered by the new commissioner is apparent from the excellent state to which the royal navy was raised at the time of the revolution. On the first rumour of the invasion, sir John Berry was appointed, on the 24th of September 1680, to serve as rear-admiral of the fleet; and on the 13th of

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in the stern of the boat, with his sword drawn, to prevent the men from crowding in, and which is admitted by Campbell, is equally unfounded. Campbell appears also to be misinformed in saying three hundred persons perished with the ship.

October

October following, was promoted to be vice-admiral of the same fleet, under the lord Dartmouth. He hoisted his flag on board the Elizabeth, a third rate. He had been previously much consulted by the king, during the time sir Roger Strickland held the command; and the advice given by him, shewed at once the solidity of his judgment, and his honest attachment to his *reigning* Sovereign. After the landing of king William, and the retirement of the lord Dartmouth, the chief command of the fleet devolved upon him. This he continued to hold, till the severity of the season rendered the dispersion of the fleet, to the several dock-yards, necessary, in order to equip for the approaching war with France, which was now, by common opinion, deemed inevitable. We behold in the conduct of sir John Berry, on this occasion, the genuine character of a patriot, and a man of honour. On one hand, he deserted not the cause of the sovereign who had raised him to the elevated rank he then bore; and on the other, he suffered not the gratitude due to a patron to gloss over the political crimes of the delinquent monarch, or induce him to forget his first duty to the country which gave him birth. Faithful to his trust, while he who bestowed it remained faithful to himself, he was ever ready to assist him with his best advice, and promote his interest by his personal service. When at last, that personage, obstinate in error, who, as a man, he certainly loved, would not be reclaimed by advice, warned by example, or deterred by impending danger; he then left him to those future miseries his conduct had brought upon him, and quitted the service of the sovereign whose measures he disapproved, but whom, he had too much virtue to betray. His known integrity, his spotless character, and, perhaps, above all, his recent fair, and prudent behaviour in the critical hour of political ferment, procured him the immediate favour of king William, who was himself too much a man of honour, not to admire the steady virtue even of a declared foe. He is said to have *continued* him in the appointment of *commissioner of the navy*, which he had held in the preceding reign: of this piece of private history we entertain some doubts; but we find him, immediately after the revolution, *comptroller of the victualling accounts*. His known experience, prudence, and integrity, procured

procured him the honour of being very frequently consulted by his new sovereign. Once in particular, as Campbell reports, the king was engaged with him in so close and earnest a conversation, that it took up the whole night; and sir John was not dismissed the royal closet till it was pretty far advanced in the morning. These marks of royal attention might be very flattering to him as a man, but they were not productive of any thing further than mere honour; those appointments\* he had enjoyed in the beginning of the reign, he continued to retain, without experiencing any further promotion, or being again called into the line of active service. His death, which happened on the 14th of February 1691, is said to have been attended by many mysterious circumstances which have never yet been developed. He had been ordered to Portsmouth early in the month of February, to pay off some ships there; and while on board one of them, was suddenly taken ill. Being carried on shore, it was reported he had died of a fever: but the physicians and surgeons, who were present at opening the body, declared he did not die a natural death, but had been taken off by poison; by whom, or for what reason, is not known. This is the account given by Campbell of his death. But when we consider the high estimation in which he was universally held by all ranks of people, as well as the inoffensiveness and complacency of his manners both in his public occupations and his private life, we are led to hope, for the honour of mankind, the opinion given by the physicians was ill founded, and that the appearances, on opening the body, were produced by the violent effects of an highly inflammatory natural disorder, instead of the fatal consequences of an artificial one, most wickedly raised. His corpse was, according to his own direction, removed to London, and decently interred in the chancel of Stepney church, where a monument has since been erected to his memory. Thus perished all that was mortal of the great, the gallant, the good, sir John Berry, a man, than whom few had experienced greater adversity, or had done more to court and merit the smiles of fortune. Though

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\* Comptroller of the victualling accounts, captain of an independent company, and governor of Deal castle.

possessed not of wealth, the general creator of friends and interest, his conduct procured them both to him, unsolicited, but not undeserved. Destitute of that education generally deemed necessary to the formation of what is called a finished gentleman, he wonderfully blended the natural roughness of his profession with the address of a personage of the highest rank; till mankind was at a loss which most to admire, the truly polite seaman, or the honest and sincere courtier. We cannot conclude our observations on this worthy character without remarking, as a strengthening, and, indeed, convincing proof of the propriety of our commendations, that, great must have been the merit of the man, who could, without fortune, family, or personal connexions, not only force his way through a profession requiring the greatest mental exertions, but was also honoured with the familiar intimacy of three sovereigns, each differing from the other as widely as human nature can diverge, in temper, principles, and political pursuits.—The lady of sir John Berry is said to have survived him many years. He left no issue by her; nor is it believed he ever had any.—Over his bust in alabaster, an appendage to his monument, in Stepney church, are the arms of his family. “In a field, gules, three bars, Or.” Underneath is the following inscription.—“Ne id nescias, lector, D. Johannes Berry, Devonienſis, dignitate equeſtri clarus, mari tantum non imperator, de rege et patriâ (quod et barbari norunt) bene meritus, magnam ob res fortiter geſtas adeptus gloriam famæ ſatur, poſt multas reportatas victorias cum ab aliis vinci non potuit, fatiſceſſit 14mo. Feb. 1691. Baptizatus 7mo. Jan. 1635.”

BEST, John,—commanded the Marmaduke in 1665.  
BLACKMAN, Thomas,—was, at the same time, appointed captain of the Little Victory.

BLAKE, James,—in the same year also, was made commander of the Constant John fire-ship.

BOND, Giles,—commanded the William and Thomas in 1665, the Spy sloop in 1669, and the Green Helmet in 1673.

CAPEL, Bartholomew,—was appointed to command the Maers prize, in 1665.

CARLSTAKE,

CARLSTAKE, Martin,—was, in 1665, appointed a captain, first to the Charles the Fifth, and during the same year to the Montague, and Vanguard, successively. In 1669 he was made commander of the Golden Hand; after which no farther mention is made of him.

CARTERET, James,—served as lieutenant of the Royal Prince in the year 1665; and, probably as a reward for his having eminently distinguished himself in the action between the English and Dutch fleets, under the command of the duke of York, and Opdam, was, in the same year, appointed commander of the Oxford. In 1666 he was, for a short time, captain of the Jersey of fifty guns. In 1668 he commanded the Foresight.

CEELEY, SEALE, or SEELEY, William,—is another of the very few persons, whose choice of a naval life is to be regretted by those who consider the conduct of an officer as the standard of honour. He was, in the year 1665, appointed commander of the Spread Eagle fireship; in the following year he was removed into the Samuel, a fireship also; and very soon afterwards into the Malaga Merchant. Fain would we draw a curtain over the remainder of his life, but that historical justice forbids us. On the 5th of February 1666-7, being in company with the Saint Patrick frigate, they fell in with two Dutch men of war off the North Foreland. The Saint Patrick, deserted by the Malaga Merchant, was captured, notwithstanding every possible exertion was made to preserve her, by captain Sanders, who was killed in defending her. An offence of such a complexion could not be expected to be passed over unnoticed, or unpunished. By a court-martial, held on board the Warspight on the 27th of the same month, he was condemned to be shot: this sentence was carried into execution on the 5th of March, and, at his own particular request, on board the ship he had commanded. His firm behaviour at the last moment of his life, ill-agreed with what it had been at the fatal hour which brought him to so ignominious an end. It proved, that courage is almost undefineable; that the man whose spirit was unequal to the task of supporting him against the honourable risk only, in the service of his country, could, at another time, bear himself with decency and propriety, when the justice of that country consigned him

to a *certain* and disgraceful death, for having either basely betrayed or deserted her. Such men would do well, ever to bear in mind the lines so characteristically put into the mouth of Cæsar, by the immortal Shakespear:

“ Cowards die many times before their deaths;

“ The valiant never taste of death but once.”

CHAPPEL, John,—was an officer of a very different character from the preceding. Having served as lieutenant of the *Henrietta* in 1664, and of the *Royal James* in 1665, he was, after the action between the duke of York and the Dutch, made commander of the *Young Prince*; and early in the following year, of the *Clove Tree*. He was one of those brave and unfortunate men who fell, universally lamented, in the long engagement which took place between the duke of Albemarle, and the Dutch, in the month of June following.

COLEMAN, James,—is noticed only as having commanded the *Hound* fireship in the year 1665.

COWDRY, John,—commanded the *Hardreen* fly-boat in 1665, and the *Wood Merchant* in 1667.

COX, Sir John,—was appointed commander of the *Mary*, of fifty-eight guns, in 1665, after having served with very distinguished reputation as master of the *Royal Charles*, in the action between the duke of York and *Opdam*. In the following year he was made captain of the *Sovereign*, a first rate of one hundred guns. His conduct having highly contributed to the victory obtained over the Dutch, by prince Rupert and the duke of Albemarle, he received the honour of knighthood. In 1668, on the prospect of a rupture with France, he was made commander of the *Charles*; and, at the commencement of the second Dutch war, was chosen, by the duke of York, to command the *Prince*, as his first captain; he himself having hoisted the standard on board this ship; an high compliment to sir John's gallantry, and, as will appear by the sequel, most worthily paid. At the battle of *Solebay* the main body of the fleet, where the duke of York commanded, was opposed to *De Ruyter*, who attacked the prince, not singly and ship to ship, but supported by *Van Este*, another admiral, whose name is not known, and all their seconds; an odds, not only formidable but irresistible. This ship was most gallantly defended for three hours, by the joint efforts of himself and captain *Gurner*;

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at the end of that time she was totally disabled from rendering any further service, as well by the damage she received in the fight, as by the death of her brave commander, which certainly was the heavier misfortune of the two.

**CRABB, John**,—was appointed captain of the *Eagle*, first in 1665, and again in 1667. He is said, in the navy list, to have commanded the boats at Portsmouth; but no mention is made as to the year.

**CRAFT, Thomas**,—commanded the *Kingfisher* in 1665.

**DANERELL, Samuel**,—after having been appointed lieutenant of the *Royal Charles* in 1665, was, in the same year, promoted to the *House of Sweden*, of seventy-six guns, a prize taken from the Dutch. In the ensuing spring he was removed into the *Castle* frigate, but commanded her for a very short time only. It is not known what became of him afterwards.

**DAVIES, William**,—was appointed lieutenant of the *Diamond* in 1664; and on the 18th of April 1665, was promoted to the command of the *Little Unicorn*, and soon afterwards of the *Maryland Merchant*. In 1666 he was made captain of the *Zealand*, a fourth rate. This ship was the second, in the van division of the white squadron, in the first, or long action, between the duke of Albemarle and the Dutch. He was, immediately after that event, made commander of the *Coronation* of fifty guns; but was again quickly removed into the *Guinney*. In 1668 he commanded the *Guernsey*; the *Forester* in 1669; the *Mary Rose* in 1671\*: and, in 1672, after the second rupture with Holland had taken place, was appointed to the *Saint George*, a second rate, as successor to captain Pearce, who fell in the battle of Solebay. In the following year he commanded the *Triumph*, also a second rate, but of superior force and equipment to the former. On the 26th of October 1674, he was appointed, by king Charles, to the *Forefight*. On the 11th of July 1676, he was made commander of the *Cleveland* yacht, an appointment always esteemed highly honourable to the

\* While he commanded this ship he was principally employed as convoy to the merchant ships passing to and from the Mediterranean.

officer on whom it is bestowed, as it is considered as a professional reward for meritorious service. On the 28th of March 1678, when a rupture with France was deemed more than probable, captain Davies, with the most proper and laudable spirit, again entered into the more active line of employ, by taking the command of the Can bridge. The prospect of war vanishing, he returned, in the following year, to his old station of commander of the Cleveland yacht. On the 7th of January 1680, he was removed into the Catherine yacht, which he continued to command \* till the 19th of May 1688, when he again entered into active service, by taking the command of the Antelope. On the 13th of the same month he was removed into the Mary, on the 1st of June into the Deptford, and on the 13th of September into the Resolution. He was at last created a rear-admiral, and hoisted his flag on board the last-mentioned ship, as third in command of the fleet intended to be sent out under the command of lord Dartmouth, to oppose the meditated invasion of the prince of Orange. As a singular instance of the distraction of king James's councils, and the irresolution which pervaded his conduct, admiral Davies held his new station one day only, being, on the 14th of September, but for what reason we know not †, superceded in his command by John lord Berkeley, of Stratton. The part born by him in the revolution is not particularly noticed; but we may naturally infer his opinions were, to say the least of him, favourable to that event, as we find him appointed by king William, in the month of July 1689, vice-admiral of the red under lord Torrington. But the French continued in port, not having yet collected their fleet in sufficient force to render it prudent for them to oppose so formidable a power, as that of the English and Dutch squadrons united. They were, moreover, rather intimidated from making hasty experiments of their prowess, by the ill-treatment they had experienced, when, with a force so much superior, they had attacked admiral Herbert at Bantry Bay. The inactivity of the enemy took

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\* Having been three times re-commissioned for the same vessel, on the 29th of October 1681, the 1st of April 1685, and the 12th of June 1687.

† Other than that just given.



from admiral Davis that opportunity of distinguishing himself which rarely presents itself to some, and to none less frequently than this gentleman. It is singularly unfortunate a brave man should pass so many years through the very drudgery of inactive tedious service, without once having it in his power to transmit to posterity a character, which we must infer, from the trusts so frequently reposed in him, and the confidence entertained of his abilities, by sovereigns of opposite principles, he certainly would have acquired. We feel the greatest reluctance, on occasions like the present, at being compelled to substitute the cold inanimate praise of unwearied diligence and prudence, for the splendid, though, perhaps, not more valuable eulogium of spirit and intrepidity. The name of admiral Davis does not again occur, either in the service, or in any document we have hitherto been able to procure, so that we are unable to say whether, he retired from service, or death put a period to it.

DAVIS, William, — was made commander of the *George*, a ship hired from the merchants in 1665, and in the following year of the *Guinea*, a small fourth rate of thirty-eight guns.

DAWES, Henry, — was, in 1665, appointed captain of the *John and Thomas* of forty-eight guns, and in the following year was promoted to command the *Princess*. After having been very successful in taking several very rich prizes: in the month of April 1667, he sailed for *Gottenburgh*, and on the 20th fell in with a Dutch squadron of ships of war off the *Dogger*\*. Surrounded by such an host of foes, as his destruction appeared inevitable, so his escape,

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\* The following account was given of this very spirited encounter in a letter written by captain Dawes himself:

“ On the second day after our departure from *Berwick*, which was on the 20th past, we discovered twenty-five sail of ships, which, upon our nearer approach, about the middle of the *Dogger Bank*, proved to be seventeen sail of *Rotterdam* men of war, with two fireships and six smacks, steering N. N. W. the wind at S. E. About six in the morning their rear admiral of sixty-four guns, attended by five frigates of forty-eight and fifty guns a-piece, came up with us, the rear-admiral several times attempting to lay us a-board, with great cries for the *States of Holland*, but received so warm a welcome that forced him to edge off, and keep on the weather quarter. About two in the afternoon, the admiral of seventy guns, being a good sailer, got close under

escape, after having fairly fought his way through them all, may serve as an encouragement to his successors never to despair. He reached Gottenburgh in safety; and having refitted his ship was on his return home, when he was attacked, on the coast of Norway, by two Danish men of war. He fell in the action. Thus was it the untimely fate of a gallant officer, who had so recently signalised himself in such an eminent degree against the avowed and declared enemies of his country, to perish in a contest with the ships of a nation with whom we were not at war. The actions of this brave man, short as was his life, form a better eulogium on his character than any, which the most studied and elegant terms of language can contrive; and as a necessary piece of justice to the memory of the other valiant persons who served under him, as well as to make more public a gallant action hitherto not generally known, we have thought it necessary to insert, verbatim, the account given of it by the officers who survived\*.

DEW, Anthony,—was appointed commander of the Bristol in 1665.

#### DICKINSON,

our lee-bow, and two of his seconds on our weather-bow, attempting to cross our haulc, our main-top-mast and mizen yard being shot in pieces, we bore up round and fought our way through them, still keeping them from coming a-board us. The vice-admiral, mounting sixty-six guns: being sternmost of the squadron, intending then to cross our haulc, having his decks full of men ready to enter; but our ship wearing round, we brought our broadside to his bow, and being all laden below with double and bar shot, and above with case and bagge, our shot did such good execution on them, that we brought his fore-yard to the deck and laid him by the lee: by five in the afternoon we got clear of all the fleet, and stood to the eastward. they chasing us till night, and then steered on their course. The damage done to our hull was but small, having not received above thirty-eight shot; but our rigging and sails much torn: only four men killed and nine hurt."

\* "Princess, May 23, 1667. On the 17th instant, about one o'clock in the afternoon, we engaged two Danish men of war of forty guns each, within sight of the coast of Norway, where, after an hour's fight, captain Dawes, commander of the frigate, lost his left thigh by a great shot, of which he died before he could be handed down to the plat-form; at his expiring saying, "*for God's sake do not yield the ship to those fellows.*" The lieutenant succeeding in the command, was, about half an hour after, wounded in both legs, and carried down to the plat-form. The master next taking up the sword, received a mortal wound by a great shot, which entering his back and coming out at his right shoulder, took away with it his arm. After him, by general consent, the gunner commanded the ship; who, perceiving the Danes to edge

**DICKINGSON**, or **DICKENSON**, Samuel,—was appointed commander of the *Golden Phoenix* in 1665.

**DITTY**, John.—After having, in 1665, been appointed lieutenant of the *Charles the Fifth*, a ship taken from the Dutch in the action with *Opdam*, was, towards the conclusion of the same year, made commander of the *Hare* fireship.

**DU TIEL**, Sir John,—is said to have been of French extraction, and a knight of Malta. He was appointed commander of the *Fountain*, and *Jersey*, successively in 1665; and, in the year 1671, of a galley in the Straights: this corroborates, in a great measure, the idea of his Maltese honour.

**EARLE**, John,—was appointed lieutenant of the *Rainbow* in 1664; in the following year he was promoted to the command of the *Royal George*; and, in 1666, was removed into the *Nightingale*. In the Summer of this year he much distinguished himself in an engagement with a large Dutch privateer of thirty-eight or forty guns, but having lost his topmast he was unable to pursue an enemy in effect vanquished. In the month of December following he was one of the captains under the orders of commodore *Robinson*, at the time he fell in \* with the five Dutch men of war off the *Texel*, three of which were captured. From this time no further particulars relative to this gentleman are known, till the year 1668, when, on the expectation of a war with France, he was appointed to command the *Tyger*. The time of his death is uncertain; but he never had any command after that of the *Tyger*.

**EVATT**, Philip,—after having commanded the *Castle* frigate in 1665, in the following year served as lieutenant of the *Lyon*, and afterwards of the *Royal James*.

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edge from us, ordered the helm to be put hard a-weather, until he came up to them within pistol shot, where, for three hours space, we lay battering each other till the Danes growing weary of the fight, stood away to their own shore. The next morning we were in readiness to receive the Danes, who were to windward of us, and had as well the advantage of the wind, as the current to assault us, but would not attempt it, though we fired a gun by way of defiance; so that seeing the Danes had weighed, and made use of the wind to get into the sound—not having above four day's provision left we bore up for England, and this day came to an anchor at the buoy of the *Nore*."

\* Vide the Life of sir Robert Robinson.

EVELYN, Christopher,—commanded the *Wivenhoe* ketch in 1665.

FARRINES, Henry,—was, at the same time, made a captain of the *Harwich* hoy.

FLAWES, William,—was made captain of the *Greyhound* fireship in 1665. In the month of June 1666, he succeeded sir Robert Holmes in the command of the *Defiance*. This was only a temporary appointment, for, in a few days afterwards, he was superceded by captain, afterwards sir John Kempthorn, who hoisted his flag on board that ship as rear-admiral of the blue, so that captain Flawes was removed from thence into the *Mary* fireship. On the night of the 24th of July following, being the eve of the very signal defeat given to the Dutch by prince Rupert and the duke of Albemarle: the *Mary* received so much damage in a thunder-storm, as to be obliged to put into *Harwich* to refit; consequently, to misfortune alone, is to be attributed his not partaking of the honour generally acquired by that glorious event. In 1667 he was removed into the *Jacob* fireship. After he had left this ship, which he did at the conclusion of the war, he was not called again into service till the year 1670, when he was made lieutenant of the *London*. He was very soon afterwards made commander of the *Francis* fireship; and in the following year, 1671, was removed into the *Quaker* ketch. On the 2d of May, 1676, he was appointed, by king Charles, commander of the *Prosperous* pink, an armed vessel, hired from the merchants, by the duke of York and seven other noblemen and gentlemen, for the voyage, the object of which was to attempt a discovery of a N. E. passage to China, and Japan. Captain Flawes sailed from the *Thames* on the 28th of May, in company with the *Speedwell*, commanded by captain Wood, who first projected the undertaking. On the 29th of June, being then in latitude  $74^{\circ} 40'$ , the *Prosperous*, about eleven at night, discovered the land, which was at first taken for an island of ice, on her weather bow, and having made the necessary signal to her consort, wore round and escaped the danger. The *Prosperous* continued her course, not doubting but that the *Speedwell* had been equally fortunate. Finding, however, she did not join her for two or three days, and apprehending some accident, captain Flawes resolved to beat back again in search

search of her. His resolution was prudent, as it was fortunate; for on the 8th of July he perceived a signal made from the shore, opposite to where he had seen the breakers; and on sending his boat in, found there the crew of the Speedwell, that ship having gone ashore almost on the instant she was first acquainted with her perilous situation. This disaster naturally put a stop to the voyage, and after having taken the crew of the Speedwell on board, captain Flawes arrived safe in the Thames on the 23d of August. On the 4th of April 1677, he was made captain of the Mermaid; and on the 18th of September following was removed into the Falcon. Nothing further relative to him is known.

GODFREY, William,—was successively appointed to the Eagle, the Satisfaction, and the Marmaduke, all in the year 1665; in the following year he was made captain of the Crown. He did not re-enter the service, after quitting this ship, till the year 1673, when he was made second lieutenant of the Unicorn.

GOODLAD, Richard,—was captain, first of the Pembroke, and secondly of the Foresight, both in the year 1665.

GRANT, Jasper,—was made commander of the Mermaid in the year 1665, and was soon afterwards removed into the Sapphire. In the month of February he remarkably signalized himself, in a most spirited action, with two Dutch men of war\*. In the month of April, in company with the Dartmouth and Little Gift, he captured three Dutch merchant-men off the coast of Ireland, one of them mounting thirty, another twenty, and the third eighteen guns; and, in a few days afterwards, took a Flushing privateer which had long infested the coast. It is highly irksome to be obliged to conclude the life of an officer, especially of one who had behaved so actively and spiritedly in the former part of his life, with any circumstance reflecting on him the smallest degree of discredit. But we

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\* The following account is given of it in a letter from Plymouth, dated Feb. the 25th. "The Sapphire met with two Holland men of war with whom he fought near half the day, one of them being of forty-two guns, the other of thirty-six, both well-manned; and had not foul weather come on, which made his lower tier useless, he had doubtless given a good account of one or both."

find that, after having been appointed to the Reserve in 1672, he was dismissed the service in 1673-4 by the sentence of a court-martial, but on account of what particular delinquency does not appear.

GUY, Thomas,—was appointed commander of the *Oxford* in 1665: he was removed the following year into the *Assurance*, a small fourth rate of thirty-eight guns, this ship being one of those put under the command of sir Robert Holmes, for the attack of the Dutch fleet lying within the islands of Ulie and Schelling. Captain Guy commanded one of the companies landed for the purpose of destroying the town of Bandaris, and having acquitted himself in this service with a considerable degree of credit, he was immediately afterwards promoted to command the *Portsmouth* of forty-four guns. In 1670 he was made commander of the *Henrietta* yacht; and, at the commencement of the Dutch war, was removed into the *Portland*: in a very short time he returned to his old ship the *Henrietta*. In 1673 he was promoted to command the *St. Michael*; but soon went back, for the third time, to the *Henrietta*. This was the *only* vessel lost by the English in the action between prince Rupert and the Dutch, in the month of August following, though by the Dutch accounts she is converted into a large man of war of seventy guns. On the 15th of April 1674 he was made commander of the *Portsmouth* yacht by king Charles. After this he did not serve.

HARWOOD, Thomas,—was appointed lieutenant of the *Henry* in 1664, and in 1665 was made commander of the *Return*. In the following spring he served under the brave sir George Ayscough as lieutenant of the *Prince*. The fate of this ship has already been related in the life of her commander. In 1667 he was made captain of the *Drake*. Peace with Holland being concluded, he was not called again into service till the year 1672, when he was made second captain of the *St. Andrew* of sixty-six guns, on board which ship rear-admiral Kempthorne hoisted his flag. He served in this station at the battle of Solebay; but we have not been able to learn any thing farther relative to him after this period.

HAWARD, Charles,—was a man whose singular gallantry deserves, provided the account given of it is not wonder-

wonderfully exaggerated, to be ranked amongst those heroes, whose very conspicuous actions have entitled them to their countries highest veneration\*. The best proof we can give of impartiality, as well as our attention to truth, is, to insert the account of this action as published by the authority of government †. His gallantry procured him the admiration of his enemies, and his almost immediate discharge from captivity; and returning to England in the spring following, was soon after appointed commander of the *Guardian*. In the middle of the month of March 1666-7, he captured, after a very obstinate defence on the part of the enemy, a Dutch ship bound from Rochelle to Amsterdā. He had hardly taken pos-

\* He was appointed commander of the *Merlin* yacht in 1665; and, having a convoy under his protection, was attacked by a squadron of five Dutch men of war, he defended himself so gallantly that he gave the merchant ships, under his protection, sufficient time to escape; and did not himself surrender till his men were nearly all killed, or wounded.

† *Gazette*, No 1. Nov 13th, 1665. — "Upon the 13th past it happened that certain victuallers, intended for Tangier, under the convoy of the *Merlin* frigate, captain Liward commander, (the same that some months since, in a small west country vessel, with eight men and a boy, so bravely mastered the Turkey man of war) to whom several merchant-ships, to the number of sixteen or seventeen, had joined themselves. Parting with the *Fox* frigate, and a merchantman, bound for Sallee on a particular design, and at the expence of a private merchant, off Cape Spatel: the merchant, now, as their custom is, saluting those two at their going off for Sallee, gave notice to five Dutch men of war already under sail before the bay of Cadiz, the admiral of fifty-six guns, one of forty-four, and one of forty, and two of three guns each, who having the wind at N. W. were presently up with ours. The *Merlin* was the headmost, and perceived not the Dutch, who came in the stern (it seems) till they had possessed themselves of two victuallers and one merchant-man, bound to Leghorn, captain Allen commander; he immediately tacked about, and so mauled them for four hours, that our whole fleet had time to escape into the bay of Tangier. Having received several shots under his masts, and tackling much maimed, and perceiving the headmost of the Dutch ships, the *Charles*, a ship of forty-four guns, who had done him the most mischief, to be making after our fleet, and that she would inevitably take them all, he frankly ran himself aboard her, where he fought a full hour board and board; till at length the captain, being shot through the shoulder with a musket bullet, and grazed across the forehead with another, having now seen all his men, save eight, fall dead or desperately wounded by his side, at last was brought to yield, and was carried into Cadiz, where he is said to be in a fair way of recovery."

session of his prize, when a French man of war of fifty guns came in sight. Captain Haward, with that intrepidity which appears to have ever marked his character, did not decline the contest; but having hastily fitted up his prize as a fireship, lay resolutely to, expecting his enemy, who was nearly double his force. The French captain wisely reflecting on the consequences that would attend attacking a man of such resolution, even though the contest might prove ultimately successful, having seen his disposition, bore away and left his antagonist to carry off his prize at leisure. We have been able to learn no further particulars relative to this gentleman, except that he did not serve after he quitted the command of the Guardland, which he did at the conclusion of the war, till the year 1673, when he was made *lieutenant* of the Assistance!

**HAWARD, Thomas**,—having been appointed lieutenant of the *Mary* in 1664, was made commander of the *Prudent Mary* in 1665. He was one of the ill-fated victims to the unfortunate attack on Berghen.

**HENDRA, Thomas**,—commanded the *Eagle*, a ship of war hired from the merchants in the year 1665.

**HILL, Nicholas**,—was made commander of the *Monmouth yacht* in 1665, of the *Spy shallop* in 1668, and of the *Sanddoes* and *Eaglett ketch* successively in 1669.

**HOOPEE, Robert**,—after having commanded the *Harpe* in 1665, served as lieutenant of the *Spy shallop* in 1667, the *Rupert* in 1671, and the *Revenge* in the following year.

**HUBBARD, John**,—commanded the *Return*, the *Helversome*, and *Lyon*, in succession, during the year 1665; in 1666 he was made captain of the *Royal Charles*, the ship on board which the joint commanders-in-chief, prince Rupert and the duke of Albemarle, hoisted the standard. The very conspicuous share born by this ship in the victory obtained over the Dutch, may naturally be inferred from the known active intrepidity of those two great men. And while their extensive minds were engaged in arranging and manœuvring the fleet under their command, surely no small degree of merit ought to be attributed to the captain of the ship in which they fought, who by his conduct and gallantry enabled them to transfer their attention from an individual object to the weightier  
part



part of their charge. It is said in the account published by authority, that "few ships need repairing except the Royal Charles, who, indeed, bears honourable marks of that day's dangers." The following year he removed into the Rupert; and in 1668 commanded, in succession, the Plymouth, the Milford, and the Assistance. Sailing for the Straights soon after his appointment to the latter ship, he was killed in action with some Algerine corsairs towards the end of that year.

JOHNSON, Francis,—was appointed captain of the King Ferdinando in 1665.

JONES, Roger,—is known only as having commanded the Cygnet in 1665.

JUXON, Charles,—was, in all probability, son of the well-known bishop of London who attended king Charles the First on the scaffold, and was, after the restoration, made archbishop of Canterbury. He was made lieutenant of the Mary rose in 1662, and of the Swallow in 1664. In 1665 he was appointed captain of the Land of Promise. In 1666 he commanded the Paul fireship, which was successfully expended against the Dutch in the following year, when they attempted to force their way up the Thames. He was, after the loss of this ship, appointed commander of the Golden Heart. In the year 1671 he was made captain of the Little Francis fireship. He never had any command afterwards, nor are any further particulars known relative to him.

KELSEY, John,—was made commander of the Little Unicorn fireship in 1665; early in the following year he was removed into the Gift fireship, and soon afterwards was appointed captain of the Loyal London, under sir Jeremiah Smith admiral of the blue; he was afterwards removed into the Constant John fireship. In 1669 he commanded the Fansan yacht; in 1671 the Hardareen fireship; in 1672 the Rachell fireship; and the Friendship, also a fireship, in 1673. We have been able to collect nothing farther.

KEMPTHORNE, William,—probably a son of sir John Kemphorne's, was made lieutenant of the Dunkirk in 1664; captain of the Resolution, and afterwards of the Martia, in 1665; and, lastly, of the Richmond, in 1666. We have some reason to imagine he died soon afterwards.

LANGLEY,

**LANGLEY, Thomas**,—was, in 1665, appointed captain of the Colchester ketch; and, at the commencement of the Dutch war, met with tolerable success in distressing the enemy's commerce. In 1666 he commanded, first the Lilly\*, and secondly the Roe ketch; and in the following year the True Love.

**LASSELS, Ralph**,—in the year 1665, commanded the Society: a hired ship of war; and, in 1666, the George, a ship of the same description. He was, in the course of the same year, promoted to the Reserve. During the interval between the first and second Dutch wars he appears to have lived in retirement; but in the year 1672 was appointed, by prince Rupert, to command the Assurance: in the following year he was removed into the Yarmouth; and on the 9th of March 1674, was appointed, by king Charles the Second, to command the Guardland.

**LAWSON, Thomas**,—is to be remembered only as having commanded a ship called the Coast in 1665.

**LEE, William**,—is to be remarked as never having, through a naval service of some years continuance, commanded a vessel of any other description than a fireship. In 1665 he commanded the Fortune, the Paul in the following year, and at the commencement of the second Dutch war, in 1672, the Olive Branch.

**LEGAT, Thomas**,—was appointed captain of the Fountain in 1665. In the beginning of the first Dutch war he was particularly active and successful in distressing the enemy's commerce, having captured several of their vessels, and destroyed a much greater number. He was appointed to the Norwich in 1670, and to the Nonsuch in 1672.

**LIDDELL, George**,—was the fifth son of sir Thomas Liddell, of Ravensworth, in the county of Durham. In 1661 he served as lieutenant, first of the Assurance, and afterwards of the Monk. In 1664 he was made lieutenant of the Hampshire; and, on the rupture with Holland in the same year, commander of the Hare fireship. In the year 1666 he was promoted to the Roebuck. He continued to command this ship several years, for we find him captain

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\* Employed as a cruiser to watch the motions of the Dutch fleet, in which service he was very alert. Vide Gaz. No. 66.

of her on the Mediterranean station in the year 1671. This is the latest account we have been able to obtain of him.

LIGHTFOOT, John,—was appointed captain of the *Speedwell* in 1665, and met with considerable success at the beginning of the Dutch war, in attacking the enemy's commerce. In the following year he was promoted, by prince Rupert and the duke of Albemarle, to the command of the *Elizabeth* of forty guns. He was sent to America; and having lost his ship in the Chesapeake, was tried on board the *Catherine* yacht in the month of December following. His negligence being too apparent, he was sentenced to be imprisoned, in the marshalsea, for twelve months, and was declared incapable of ever afterwards holding a command in the navy.

LINDSEY, Michael,—after having served as lieutenant of the *Constant Warwick* in 1661, was, in 1665, appointed captain of the *Welcome*.

LOCKE, James,—was appointed captain of the *Roe ketch* in 1665. We find nothing more memorable of this gentleman, than his having captured, in the month of March following, a small Dutch privateer, that had infested our coast for some time.

LOCKE, Thomas,—commanded the *Giles ketch* in the same year, and is otherwise unknown to us.

MARTIN, William,—was made commander of the *Colchester ketch* in 1665, and in the following year was promoted to an hired ship of war of fifty guns, called the *East India* London. He was one of those brave but unfortunate victims, who contributed to purchase with their lives, the great victory gained over the Dutch on the 25th of July following.

MAY, Richard,—was first made commander of the *Satisfaction*, an hired ship of war, and afterwards of the *Helversome* (*a Dutch prize*) and the *Clove Tree*, successively, in the year 1665. The *Clove Tree* being one of the ships put under the command of sir Christopher Myngs, for the purpose of convoying home the homeward-bound fleet from Hamburgh, captain May was detached by the admiral up the Elbe, to announce his arrival and collect the ships. His diligence on this service procured him, on his return, the command of the *Gloucester* of fifty-

fifty-eight guns. He commanded her during the two actions between the English and Dutch fleets, which took place in the course of that year. On the prospect of a rupture with France he was appointed to the Dragon, and soon afterwards sent to the Streights under the command of sir Thomas Allen. He appears to have retired from the service for a considerable time, but for what reason we are unacquainted. He had no other command till the 18th of November 1682, when he was appointed, by the commissioners for executing the office of lord high admiral, captain of the Ruby. Nothing farther is known of him.

MOORE, John,—was appointed commander of the *Guernsey* in 1665. He was not called again into service till the year 1679, when he rapidly moved, in the same year, through the command of the *Hope*, the *Sandwich*, the *Dutchess*, the *Breda*, and the *Harwich*. Nothing farther is known of him.

MORGAN, Walter,—commanded the *Pearl* of Bristol, most probably an hired ship of war, in 1665.

NEALE, Richard,—was appointed lieutenant of the *Blackmore* hired ship of war in 1665, and was in the same year made commander of her.

NORBROOKE, John,—was made commander of the *Madeira* hired ship of war at the same time.

OBRYAN, Charles,—was made lieutenant of the *Jersey*, and afterwards second lieutenant of the *Royal Charles* in 1665. After the action between the fleet under the command of the duke of York, and that under the Dutch admiral Opdam, he was made commander of the *West Friesland*, a ship taken from the Dutch. In 1666 he was appointed, by prince Rupert and the duke of Albemarle, captain of the *Advice* of forty-eight guns, and served in the action of the 25th of July, which was so decisive on the part of the English, as one of the seconds to sir Edward Spragge. In 1668 he was appointed commander of the *Leopard* of fifty-six guns, and sent to *Smyrna* for the purpose of conveying thither sir Daniel Harvey, ambassador from Charles the Second to the Porte. He does not appear to have had any command afterwards.

OSGOOD, Henry,—was appointed commander of the *Fox* in 1665, and sent to the Streights. In the month  
of

of February 1665-6, he resolutely attempted to cut out a large ship laying under the guns of the moorish castle at Arzilla, and after an action of eight hours continuance effected his purpose, having killed a very considerable number of the Moors, with the loss of only one man, slain, on board his own ship. He sailed afterwards for Lisbon, from whence he returned to England in the month of March with a convoy. Nothing further relative to this gentleman has come to our knowledge.

**PAINÉ, Joseph,**—was made commander of the Bryer fireship in 1665, of the Bull in 1666, and lastly of the Blacknose in 1667. He commanded this last ship at the time the attack was made upon the Dutch in the river Thames, by sir Edward Spragge, and behaved so very unlike an officer at that juncture, that he was sentenced by a court-martial, held on board one of the yachts on the 11th of November following, “to be sent on board the Victory prize at Deptford on the 18th of the same month, where he was to have a halter put about his neck, and a wooden sword broken over his head; he was then to be towed through the water at a boat’s stern, from the ship to Deptford dock, a drum beating all the time in the boat, and to be rendered incapable in future of any further command.” A punishment, severe as it may appear, barely adequate to delinquency at so important a crisis.

**PEACH, William,**—was appointed commander of the True Love in 1665, and was stationed in the North Sea as convoy to our coasters and coal ships, as well as to prevent any other depredations from being committed by the enemies small privateers. In this service he was very alert and fortunate. In the year 1667 he was removed into the Success; and the peace with Holland taking place almost immediately afterwards, he quitted the command of this ship and did not again enter into the service.

**PEARCE, Mark,**—was made commander of the Deptford ketch in 1665; in the month of July 1666 he had the good fortune to capture a very large and valuable prize from Brouage in France, and on the 4th of February following, a second. This conquest was so gallantly atchieved as to merit a particular relation, trivial as it may appear when compared to the great scale of naval contests. The Deptford ketch mounted ten  
small

small guns, and captain Pearce having passed through the Needles on the 3d of February, stood over to the coast of France. At one o'clock on the next day he discovered four sail, the headmost of which, about two hours afterwards, appeared to be in chace of him. Captain Pearce, being to windward, immediately stood towards them, upon which two of them, a pink and a galliot, bore away, and the two which remained hoisted French colours and laid to. One of them was a merchant ship, frigate-built, of four hundred tons, mounting six guns, and freighted on the king's account: the other a vessel of war, of eight guns and fifty-six men, sent by the duke de Beaufort, the French admiral, as convoy to the fleet of merchant vessels from Havre de Grace. Captain Pearce resolutely bore up to them till he came within musket shot; they, confiding in their superiority, resolutely laid to in a line to receive him. After the action had continued for an hour and an half, the sloop of war, weary of the contest, bore away, leaving the merchant ship, which immediately struck, a prey to captain Pearce. After having taken possession of his prize, he immediately pursued the sloop of war, which standing in between the isle of Alderney and the Caskets, and the night being very dark, experienced that safety from her flight, which she had vainly expected from her prowess. Captain Pearce having rejoined his prize, which had received considerable damage in the action, arrived safe at Dartmouth on the 8th, having had only one man killed, and himself, with a few of his people wounded, in the action. Whether he died soon afterwards, or retired, we know not; but he appears never to have commanded any other vessel.

PEARCE, Vincent,—after serving as lieutenant of the Adventure in 1664, was, in the following year, made commander of the Bryer fireship; and in the month of August was unfortunately killed in the attack made on the Dutch ships at Berghen.

PERRYMAN, John,—was made commander of the Swallow hired ship of war in 1665, and in 1667 of the Ostridge fireship. In 1669 he was appointed captain of the Grafton, the Essex, the Burford, and the Kent, in succession. From this time he had no command till the year

year 1680, when he was made captain, first of the *Exeter*, and afterwards of the *Suffolk*.

PHENNY, John, — was made commander of the *Swallow* ketch in 1665, and of the *Speedwell* in the following year.

POOLE, Richard, — was appointed captain of the *Drake* in 1665; and was remarkably successful in capturing a number of French vessels in the Channel immediately after the declaration of war against France, as well as Holland, in the same year.

RAINSTONE, John, — is known only as having commanded the *Saint Peter* in 1665.

RILEY, Charles, — after being appointed lieutenant of the *Mary* in 1665, was in the same year made commander of the *Hope* prize.

ROBERTS, George, — commanded the *Wood Merchant* in 1665, and the *Unity* prize in 1672.

ROOME COYLE, Thomas, — was appointed lieutenant of the *Bendish* in 1664, and in the following year was promoted to the command of the same ship: he removed in a short time into the *Guinea*, a fourth rate of thirty-eight guns; in the year 1666 he was promoted to the *Dragon*, a fourth rate also, but in a state of superior equipment. He was one of the seconds to sir Thomas Allen, admiral of the white at the time that squadron joined the duke of Albemarle, and turned the scale of victory, after he had been so severely pressed by the Dutch for the two first days of the long engagement, in the month of June. His gallant behaviour on that occasion procured him the command of the *Montague*, a third rate. He was not again employed till the commencement of the second Dutch war in 1672, when he was appointed to the *Ruby* of fifty-four guns, which had been some years before taken from the French by sir T. Allen. On the 17th of October 1677, he was made captain of the *Phoenix* and sent to the Mediterranean. He continued on that station till the year 1679, when having been, on the 12th of April, appointed, by admiral Herbert, commander of the *Royal Oak*, he was sent home with a convoy. On the 29th of July 1682, he was made captain of the *Spanish Merchant*; and, on the 11th of June 1685, was appointed, by king James, to command the *Crown*.  
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He continued captain of her till the 14th of August 1686, when he was superceded by captain Nevill. As he was not in actual service at the time of the revolution, the part born by him in that great event could not have been greater than what fell to his lot as a private individual. That he was heartily attached to the cause of freedom and his country, that he was ever reputed firm and steadfast in their cause, may be naturally concluded from his having been, on the 25th of March 1689, appointed commander of the *Nonsuch*, a frigate of thirty-six guns. He did not long enjoy his new appointment, being killed off *Guernsey*, on the 12th of May following, in an action with two French frigates, one of thirty guns the other of sixteen and six pateraroes, ending gallantly a life, that had been long assiduously employed, in the service of his country.

**SADD**, Simon,—served as lieutenant of the *Royal James* in the year 1660, of the *Crown* in 1661, the *Sapphire* in 1662, the *John* and *Catherine* in 1664, and the *Zealand* in 1665. He was in the same year made commander of the *John* and *Catherine*.

**SANDERS**, Francis,—was appointed commander of the *Constant Catherine* in 1665, and of the *Sweepstakes* in the same year.

**SANDERS**, Joseph,—was, in the year 1665, made commander of the *John* and *Abigail*, an hired ship of war. At the very commencement of the action between the duke of York and *Opdam*, not being able to weather the Dutch fleet which was then engaged with the English on the contrary tack, he formed the gallant though desperate resolution of passing on to leeward\*, and running the gantlope through the fire of as many of their ships as could bring their guns to bear on him. His daring attempt met with its merited success. After having received broadsides from a number of the enemy's ships, and in particular from *Opdam* himself, and his vice-admiral, he rejoined his own fleet, though not without considerable

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\* He was the more induced to take this step from the misfortune which had just before befallen the *Charity*, a ship of fifty-six guns taken from the Dutch during the protectorate. She fell into the Dutch fleet, not being able to keep her wind, at the same time captain Sanders did. In the hope of saving herself, she tacked, and before she could get about, was surrounded and taken.



loss of men and much damage to his ship. This very conspicuous act of gallantry procured him, immediately afterwards, the command of the *Guinea*, a small fourth rate; and, early in the ensuing spring, that of the *Breda* of forty-eight guns. He commanded this ship during the long engagement between the duke of Albemarle (to whose succour prince Rupert came up after the fight had continued two days) and de Ruyter: and, in the signal victory obtained by the same commanders over the same antagonist, on the 25th of July following, he was wounded in the leg by a musket shot; of which wound, though it was thought only of trivial consequence, he unhappily died a very few days afterwards.

SANDERS, Robert, — probably the brother of the foregoing, was appointed commander of the *Loyal Merchant*, an hired ship of war, in 1665: and, most probably as a reward for his bravery in the long action between the duke of Albemarle and the Dutch in June 1666, was promoted to the *Coronation*, a fourth rate of fifty guns. Towards the end of the year he was removed into the *St. Patrick*, and was killed on the 5th of February following in an action with two Dutch men of war. The following is an authentic account given of the action, in a letter from Deal, dated February the 6th. “Yesterday in the afternoon the *St. Patrick*, with a fireship in her company, discovered two Dutch men of war off the North Foreland, whom he resolving to encounter, took what men could be spared out of the fireship, and though yet but half manned made boldly up to the enemy, with whom he exchanged several broadsides, and coming up with the biggest of the Dutch ships valiantly boarded her\*, expecting the arrival of the fireship to have laid the other a-board: but the fireship †, disheartened through her want of men, left the *St. Patrick* to the hazard of an unequal combat; upon which, the other Dutch ship boarding him on the other side, and both together much overpowering him in number, after some hours hot dispute took him. The fireship escaped into the Downs.”

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\* The *Malaga Merchant*, commanded by captain Ceeley, was also in company and deserted the *St. Patrick*. Captain Ceeley was tried for this offence, and condemned to be shot. See his *Life*, page 157.

† The commander of her was tried, but his sentence is not known.

SEALE, or SAYLE, William,—is said, in the navy list, to have commanded the *Spread Eagle*, and Samuel, fireships, in 1665, and the *Malaga Merchant* in 1666. He is certainly the same person whose life has been already given under the name of Ceeley. In the year 1667 the Bahama islands, and particularly that of Providence, were discovered by a captain William Sayle\*; but he does not appear to have been an officer in the navy.

SEAMAN, Edward,—commanded the *Centurion* in 1665, and was soon afterwards removed into the *Old James*.

SILVER, John,—after having served as lieutenant of the *Mary* in 1665, was, towards the end of the same year, appointed captain of the *Black Eagle* by the duke of Albemarle, who acted as pro lord high-admiral during the time the duke of York was on board the fleet. In the following year he was promoted to the *Kent*, and commanded her during the two great actions which took place in that year†. He had no command afterwards.

SKELTON, John,—was appointed commander of the *Sorlings* in 1665‡; but does not appear to have had any other naval command.

STEWART, Francis,—was made commander of the *Happy Entrance*, and afterwards of the *Santa Maria*, both in the year 1665. He had the charge of a very valuable fleet from Hull in the month of February, and with the greatest diligence and success convoyed it safely,

\* Lediard, page 599.

† He is said, in some accounts, to have commanded one of the *Company's*, under sir Robert Holmes, at the attack of the islands of Ulie and Schelling.

‡ We find a gentleman of the same name, deputy-governor of Plymouth in the year 1678; and we are, in some degree, induced to believe him the same person; as we find, in the duke of York's Memoirs, an order from the lord high admiral, to sir John Skelton, authorising him to take on himself the charge of superintending all his majesty's ships on the western station, so that there should be no unnecessary delay used whenever they should come into port to refit. He had further powers given him, to order such ships as he judged proper to sail as convoys; and, in short, was authorised to act, on all occasions, as commander-in-chief on that station. It is therefore most probable he was the naval officer above-named, who had obtained that appointment through the duke of York's interest.

notwithstanding the sea was at that time almost covered with Dutch cruifers. In the following year he was removed into the Golden Phoenix.

STEWARD, John, — was made lieutenant of the London in 1664, and the Prince in the following year. In a very fhort time afterwards he was appointed to command the Bear.

STRICKLAND, Sir Roger, — after having ferved as lieutenant of the Saphire in 1661, the Crown in 1662, and the Providence in 1663, was in 1665 raifed to the command of the Hamborough Merchant, and foon afterwards removed into the Rainbow: early in the enfuing fpring he was again removed into the Sancta Maria of forty-eight guns. He commanded this fhip during the remainder of the Dutch war, and was prefent at both the great actions which took place in the year 1666. The early part of this gentleman's naval fervice is not graced with any exploit or anecdote fufficiently memorable to merit recording, or relating. We have nothing to infert but a dull repetition of promotions and removals\*, till the battle of Solebay; at which period we find him commanding the Plymouth, a fhip to which he had been juft before appointed. The Henry, commanded by captain Digby, having fallen into the hands of the enemy after her commander was killed, was re-taken and brought fafe into port by captain Strickland. For this very meritorious piece of fervice we find him rewarded with the command of her †. This promotion he highly merited, not fo much on account of the applaufe due to him for having refcued fo noble a fhip from the enemy, but for the very fignal and gallant manner in which he behaved in the battle abovementioned between the Englifh and Dutch fleets on the 28th of May 1673. Prince Rupert withheld not from him that praife he had fo honeftly deferved, a pane-

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\* On the 2d of September 1668 he was appointed captain of the Succels, in the year 1669 of the Kent, and in 1671 of the Antelope.

† A fingular error occurs in the navy lift. Captain Strickland and captain Wetwang are both faid to have commanded the Henry in 1673. We believe the fact to have been, that captain Strickland returned again into his old fhip, the Plymouth, towards the clofe of the year 1672; an alteration of command, by fome accident or other, omitted in the lift.

gyric which reflects the highest honour on his highness's candour and attention to desert, when we consider it was bestowed on a man, for whose party and principles he is known to have entertained the strongest dislike. This and his subsequent conduct in the two following actions which took place before the close of the second Dutch war, procured him the honour of knighthood. In 1674 he was appointed, by king Charles the Second, to command the Dragon, and sent on a three year's station into the Mediterranean. He arrived from thence, having a fleet of merchant ships under his convoy, on the 18th of October 1677, and was, on the 5th of November following, removed into the Centurion; and again, on the 10th of December, into the Mary. He sailed about the middle of March for the Streights; and on the 1st of April, being in company with captain Herbert in the Rupert, fell in with a very large Algerine corsair, mounting forty but capable of fighting fifty-four guns. The Rupert engaged her singly for a considerable time before the Mary could also close: but a breeze of wind at last springing up, she was enabled to come to the assistance of her consort, and having laid the Algerine on board, quickly carried her. On the 19th of February 1677-8, having still continued in the Mediterranean, he was appointed rear-admiral of the fleet on that station, under the chief command of sir John Narborough. On the 14th of January 1678-9, by direction of sir John, he removed his flag on board the Bristol; and returning to Europe soon afterwards, was sent to cruise at the entrance of the Channel, to watch the motions of the French, with whom a rupture was then expected. But it does not appear that on his return to Europe he continued to be employed as a flag officer. On the 23d of March 1684-5, he was appointed, by king James the Second, to command the Bristol; and on the 26th of August 1686 was dispatched, in company with captain Neville in the Crown, and captain Ridley in the Garland, to Algiers. On the 4th of July 1687 he was appointed vice-admiral, under the duke of Grafton, of the fleet sent to convoy the queen of Portugal to Lisbon; and on the 30th of October following

was raised to the dignity of rear-admiral of England\*. On the 30th of January he was empowered, as a distinguishing mark of his office, to wear the union flag at the mizen-top-mast head, with a pendant under it; and encouraging daily in the favour of his unhappy and misguided sovereign, was considered as one of the principal supporters of his power in the department with which he was connected†. If he failed in his duty to his country, he was firm in his loyalty to his sovereign. A singularly unhappy situation, is that man in, whose fidelity to one becomes treason to the other. Sir Roger, connected strongly with his prince, as well by his religious principles as by the ties of gratitude and necessary obedience, hesitated not a moment in staking both his reputation and his life against the common voice of his countrymen, and the honest murmurs of those less loyal spirits he was appointed to command. The clamour of the multitude prevailed against the hand of power; for on his rashly attempting, in compliment to the king, to introduce the exercise of the Catholic religion on board the fleet; the sailors little relishing the innovation, were, with some difficulty, restrained by their officers from preventing a repetition of a similar attack on *their consciences*, by throwing the reverend fathers into the sea. Sir Roger had hoisted his flag on board the *Mary* on the 14th of June, and had held the chief command till the 24th of September following, when, in consequence of the very unpopular act just now related, he was

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\* This was not publicly announced till the 3d of January following.—Gazette, No. 2909.

† The following curious paragraph is extracted from the Gazette, No. 2356.

“ Deal, June the 14th.—Sir Roger Strickland, rear-admiral of England, rides at present admiral in the Downs of a Squadron of ships, consisting of more than twenty nimble frigates and fireships well appointed, and daily expecting to be joined by others of yet greater force from the river Thames. By which Squadron the happy birth of the young prince (whereof her majesty was safely delivered on Sunday last) was the next day celebrated by all the ways wherein the joys of its loyal commanders and mariners could be expressed, and particularly by the long and loud discharges of their great guns, to the surprize of all the neighbouring coasts whereto the notice of the happy occasion of it was not then arrived.

superfeded by lord Dartmouth, and appointed to serve as vice-admiral under him. The ferment raised in the minds of the seamen had attained an height not to be checked by half palliative measures, so that it was necessary to the interest of James, that the object of their dislike should be completely removed. This was accordingly done on the 13th of October following, and his place supplied by sir John Berry, a man of all others the most likely in the service, at that time, to have weaned them from their disloyalty, and reconciled their affections to a prince whose conduct had proved him unworthy of them. The character of sir Roger Strickland is sufficiently marked by his life to render any further detail of it necessary. We feel too a natural reluctance in reprehending, as we must of necessity be compelled to do, any part of that man's conduct whose prudence, gallantry, and general behaviour in every other instance, we have so much reason to applaud. Sunk into total obscurity after having quitted his profession, we have not been able to learn any farther circumstances relative to him.

THURSTON, Seth,—was appointed commander of the Mary ketch in 1665, and of the Essex ketch in 1672. He does not appear to have been again employed till after the revolution, when he was, on the 17th of April 1689, made captain of the Oxford. He did not survive his new appointment, as he died on the 29th of October in the same year.

TINDAL, Thomas,—is to be mentioned only as having commanded the John of London, an hired ship of war, in 1665.

TOTTY, John,—after having been appointed commander of the Prince William in 1665, served as lieutenant of the Defiance in 1666, and of the Warspight in 1668.

UTBER, John,—was the son of captain Richard Utber of Lowestoffe, who behaved so gallantly as rear-admiral of the white\* under prince Rupert and the duke of Albemarle in 1666. He was appointed lieutenant of the Phoenix in 1663, of the Plymouth in 1664, and was promoted to command the Gurnsey in 1665. This being

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\* See his Life, p. 77.

one of the ships detached under the command of sir Thomas Tiddeman to attack Bergen, he there fell, when he had scarcely attained manhood, a victim highly deserving a more fortunate end, or at least to have fallen in a less disgraceful cause\*.

**WATERWORTH, John**,—was appointed lieutenant of the *Fairfax* in 1662, and of the *Bristol*, *Resolution*, and *Swiftsure*, successively in 1664: in 1665 he was promoted, first to the *Bear*, and afterwards to the *Bonadventure*. In 1666 he met with a still farther promotion, in being appointed to command the *Dunkirk* of fifty-eight guns. In this ship he rendered signal service in both the general engagements which took place during that year. In 1668, when the rupture with France was expected, he was appointed captain of the *St. David*, and soon after of the *Princess*. In 1669 he removed into the *Constant Warwick*. How long he continued to command this ship is not known; but in 1672 we find him appointed to the *Anne*. He commanded this ship at the battle of Solebay, a victory which he contributed to purchase by his valour, though unhappily at the expence of his life.

**WATHING, James**,—was made commander of the *Joseph* fireship in 1665, and of the *Augustine* in 1672.

**WATLY, John**,—commanded the *Fairfax* in 1665.

**WATSON, George**,—was, in the year of the revolution, appointed lieutenant of the *Princess*. He was not promoted to the rank of captain till 1665, when he was made commander of the *Mermaid*, a ship in which he had considerable success, both against the small privateers and commerce of the enemy. He was not appointed to any

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\* He was buried at Lowestoffe in Suffolk, where the following epitaph is inscribed on a monument erected to his memory.

Neere unto this place  
 Lyeth y<sup>e</sup> body of captaine  
 JOHN UTBER, commander of  
 His majesties fregat the  
 Guernsey. In which, valiantly  
 Fighting in the defence of his  
 King and countrey, against  
 The Dutch and Dane, at BERGEN  
 In NORWAY, he was unfortunately  
 Slayne, y<sup>e</sup> 2d Augusti 1665,  
 Ætatis suæ 22.

other ship till the year 1670, when he was made commander of the *Success*, and in the following year sent to the *Streights*. He arrived from thence on the 9th of February 1671, having been unfortunately separated from the convoy put under his care, in a heavy gale of wind. His arrival was critical, as well for the service of his country, as his own honour; for we find him, on the 13th of March, highly commended for his bravery in the action with the *Smyrna* fleet. In 1673 he commanded the *Swallow*, and was very soon afterwards removed into the *Phoenix*.

WENTWORTH, Samuel,—was made commander of the *Exchange*, hired ship of war in 1665. His next appointment which took place in the year 1672, was to be second lieutenant of the *Monmouth*. He was in the following year promoted to the first lieutenantcy of the same ship; after which time we have no farther account of him.

WETWANG, Sir John,—was, in 1665, made commander of the *Norwich*, a ship stationed to the northward for the protection of our commerce against the depredations too frequently committed by small privateers. Early in 1666 he was removed into the *Tyger*. We find in an original manuscript list of the fleet under the command of prince Rupert and the duke of Albemarle, that he commanded the *Newcastle*; but no notice is taken of this appointment in the navy list, so that it is most probable it was nothing more than a mere temporary command. In 1668, on the prospect of a rupture with France, he was made captain of the *Dunkirk*, and soon afterwards removed into the *Edgar*. He was appointed to the same ship at the commencement of the second Dutch war in 1672, and in the course of the same year was promoted to the *Warspight*, a third rate of sixty-four guns. In 1673 he commanded the *Henry* a second rate, and acquitted himself in the action of the 28th of May so much to the satisfaction of prince Rupert, that he not only bestowed particular commendations on him, but when he shifted his flag into the sovereign pitched upon captain Wetwang to be his captain in that ship. On the 10th of November following he was appointed, by Charles the Second, to command the *Newcastle*. In the month of



of March he had the good fortune to capture a large Dutch East-India ship of very great value. He continued to command the Newcastle a long time; and was, after the conclusion of the second Dutch war, sent to the Streights; from whence he returned, having a fleet of merchant-ships under his convoy, in the month of February 1675. On the 7th of January 1677-8, he was made captain of the Monmouth. A rupture with France being expected during the ensuing spring, he was, on the 28th of March, appointed to command the Royal James, on board which ship sir Thomas Allen, the admiral of the fleet, hoisted his flag. The prospect of war vanishing, the further equipment of the fleet was soon put a stop to. Captain Wetwang was not called again into service till the 21st of June 1679, when he was appointed to the command of the Northumberland, a new third rate just before launched at Bristol. He brought her round to Spithead in the month of September following; and the general state of peace not rendering her continuing in commission necessary, she was dismantled and laid up. On the 21st of October following captain Wetwang was made captain of the Woolwich: how long he continued in this command is not known, but we find he received the honour of knighthood on the 20th of November 1680. We have some reason to believe he quitted the king's service at or before this time, and entered soon afterwards into that of the East-India company, as we find the following article inserted in the Gazette, No. 2016. "Deal, March the 11th, 1684-5. Yesterday in the afternoon arrived in the Downs the Loyal James\*, from Fort St. George in the East-Indies, having lost their captain, sir John Wetwang, who died after he had been about six weeks in the country."

WHATELY, John, and WHATELY, Thomas,—two officers of the same surname, are said to have commanded the Zealand fireship in 1665. They are probably one and the same person.

WHITE, Gerard,—after having served as lieutenant of the Nonfuch in 1661, and the Portsmouth in 1663,

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\* There does not appear to have been any ship of that name in the king's service.

was appointed commander of the Charles the fifth in 1665, a ship of fifty-four guns taken from the Dutch in that year, at the time they were defeated by the duke of York. In 1666 he resumed his station of lieutenant, and was appointed to serve on board the Saphire.

WHITE, Richard, — was made lieutenant of the Royal James in 1664, and in the following year commander of the Martin and Milford, an hired ship of war. After the conclusion of the first Dutch war he was, in 1668, made lieutenant of the Sovereign, and soon afterwards of the Falcon. In 1669 he removed into the Speedwell. In 1671 he was made commander of the Algier, a ship of war taken some time before in the Mediterranean. He was sent in the month of August, under the orders of captain J. Holmes, in the Diamond, to protect the outward-bound fleet to the Streights. Being promoted early in the following year to the Antelope, he was appointed commodore of the convoy sent with a large fleet of merchant ships,\* to Hamburg. On his passage thither he fell in with eleven sail of Dutch merchant ships, under the protection of two ships of war, one of thirty-two, the other of eight guns. Two of the merchant ships, and the smaller of the men of war, were taken, the rest escaped in consequence of the Antelope's having unfortunately sprung her fore-top-mast in the chase. Before the fleet put to sea in the ensuing spring, under the command of prince Rupert, he was promoted to the Warspight, a third rate of sixty-four guns, but did not long continue to enjoy his new appointment, being unfortunately killed in the petty action † which took place between prince Rupert and De Ruyter on the 4th of June 1673. The life of a commander should always be considered as the property of his country, so that we ought only lament in general terms the fate of the brave person who falls in the hour of victory and in the act of immortalizing his name; but we should doubly mourn the fall of that, perhaps equally brave man, who falls a victim to a conflict, scarcely remembered by any other circumstance than that event.

\* His orders for this purpose are inserted in the duke of York's Memoirs, and bear date the 3d of September 1673.

† The second in that year.

**WHITY, John,**—commanded the Vanguard in 1665; but nothing farther is known of him: and we have some reason to doubt whether such a person ever existed, for in the same year we find

**WHITTY, Thomas,**—who is said to have commanded the Vanguard in the same year, and to have fallen in the long and unhappy action between the duke of Albe-marle and the Dutch in the month of June 1666. The singularity of two persons with names so nearly similar\*, commanding the same ship in the same year, induce us to believe the first of them to have been erroneously inserted.

**WILKINSON, Robert,**—was appointed commander of the Charity in 1665, soon after the commencement of the first Dutch war. He had the misfortune to be the only commander captured by the Dutch, under Opdam, at the time they received their very signal defeat from the duke of York. As the account of this accident has been given in the Life of captain Joseph Sanders, who commanded the John and Abigail, which ship, though at one time almost in the same danger with the Charity, fortunately escaped; it is needless to say more of it, than that although captain Wilkinson does not appear to have been in any degree culpable, it was, in all probability, the cause why he was not called again into service till the commencement of the second Dutch war in 1672, when he was made lieutenant of the Dragon, and soon afterwards was removed into the Newcastle. He does not appear to have been successful in his endeavours to reinstate himself in the favour of those who were in high command, for we find nothing farther relative to him, except that he was appointed by king Charles, on the 30th of April 1687, first lieutenant of the Royal Catherine.

**WILLOUGHBY, Thomas,**—was made commander of the Portsmouth ketch in 1665. Early in the year 1667 he sailed for the West-Indies under the command of sir John Harman, and was unfortunately killed in the attack on Surinam, towards the close of the same year.

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\* And of one of which persons no other particulars are known, than merely that he did command a ship of that name.

**WYLD, Charles,** — was made commander of the *Baltimore*, hired ship of war, in 1665; of the *Centurion* in 1666; and of the *Assurance* in 1670. In the month of August he was sent to the Streights under the orders of captain, afterwards sir Robert Robinson, of the *Greenwich*. In the year 1672 he commanded the *Bristol*. Soon after he was appointed to this ship he was sent, in company with captain Herbert of the *Cambridge*, to reconnoitre and watch the motions of the Dutch. On the 22d of July they fell in with the enemy's East-India fleet about twelve leagues to the westward of Heyligelandt; but the wind blowing so fresh that the *Bristol* could not run out her lower tier, they were obliged to give up the contest and haul their wind, after having very bravely engaged, for some hours, the whole Dutch fleet, which consisted of ten large ships, four fly-boats, and three galliots. On his return he was promoted to the *Triumph*, a second rate. In the following year he was made commander of the *Centurion*. From this time till the 7th of January 1677-8, he had no farther appointment. He was then made, by king Charles the Second, captain of the *Mary Rose*. On the 15th of April 1678, he was, probably on the prospect of a rupture with France, promoted to the *St. Michael*: and lastly, on the 2d of June 1683, was appointed, by the commissioners for executing the office of lord high admiral, commander of the *Oxford*.

**YOUNG, Michael,** — was appointed, in the year 1665, commander of the *Young Lyon*; in the following year of the *Martin*\*; and, in 1667, of the *Unicorn* fire-ship.

**YOUNGER, William,** — was made captain of the *Young Lamb* prize, in 1665; and of the *Bramble* fire-ship in the same year. In 1666 he was removed into the *Horseman* prize, which is the latest intelligence we have been able to procure concerning him.

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\* He was employed, while captain of this ship, as commodore of a convoy on the Irish station.

1666.

ALBEMARLE, George Monk, Duke of,—“ was the second son of sir Thomas Monk of Potheridge, in the county of Devon, knight, where his family had, for many ages, flourished in a knightly degree, and had, by marriages into great and worthy families, continued the same, more particularly his grace's great-grandmother, was one of the daughters and coheirelles of Arthur Plantagenet, viscount Lisle, natural son to king Edward the Fourth, by Elizabeth his wife, daughter and heiress of Edward Gray, viscount Lisle, whose mother Elizabeth was grandchild and heiress of John Talbot, viscount Lisle, by Margaret his wife, eldest daughter and coheirelles of Richard Beauchamp, earl of Warwick, by which marriage a great accession of noble blood, and arms, accrued to this most ancient family.” Such is the heraldic account given of this most illustrious personage, in the certificate of *his funeral*. He was born on the 6th of December 1608. Being from his very birth intended, by his father, for the army, he received the education suitable to such destination; and, as has been elsewhere remarked, “ *gave proof of his capacity for the profession of arms, when he was scarce able to wield them.*” There are no more certain indications of the future propensities of the mind, nor more indisputable tokens of budding greatness, than those early transactions of life, when youth, disdain the restraint afterwards imposed by prudence, experience, and encreasing years, acts without that bias, and attention to propriety, which masks and conceals the natural inclination of age and gravity. An anecdote related of him by Campbell, as it is too singular and characteristic to be omitted, is a very forcible illustration of the truth of this remark. His father, sir Thomas Monk, descended from an ancestry long celebrated for their antiquity and greatness, though not for their parsimony, inherited an extensive domain mortgaged and despoiled, till divested of the profit and income attached to it;

it; the honour alone remained, rather as a disagreeable memento to the possessor than as the support of that grandeur and magnificence he was the natural inheritor of, but for the too wild extravagance of his forefathers. Thus was he situated, when the progress of king Charles the First to Plymouth, to inspect the preparations making there for a war with Spain, roused all that loyalty for which his ancestry had been ever distinguished, and induced him, though at the hazard of his liberty, to appear among the foremost of those who should pay their duty to their sovereign. To guard, however, as much as possible, against disgrace, he previously dispatched his son George, to the sheriff of the county, with a very considerable present, entreating his protection from affront, and that he would forbear to arrest his person during the time he should attend the king; for, except on that occasion, he had ever been in the habit of confining himself, preferring a voluntary imprisonment within the walls of his own castle, to a compulsive restraint laid on his liberty at the pleasure of a merciless creditor pursuing him for a demand which he had been, in no degree, accessory to the cause of. The sheriff received the present, and, with the greatest readiness, promised to grant his request. But having, unluckily for his own honour, received a present of much greater value from one who had a considerable demand upon sir Thomas, forgetful of his solemn promise, he arrested him in the face of the whole county. George Monk, who had been the bearer of the douceur, which his father must have raised at no small inconvenience to himself, feeling himself highly irritated as well at the breach of honour in one party, as at the insult so publicly offered his father and his family on the other hand, began, at first, with simple expostulation only to the miserable author of it; but proceeding soon to greater violence, he inflicted so rigid a chastisement as left the sheriff unable to pursue the spirited punisher of his infamous delinquency. An act so public, and at the same time, from its being a violation of the law, so unjustifiable in its nature, necessarily compelling the young hero to withdraw, he entered on board one of the ships in the fleet which soon afterwards sailed under the command of lord Wimbleton. He was at this  
time

time seventeen years old; and after having been a volunteer in the several naval expeditions \* which took place in the interim, went over to Holland in the year 1628, where he served, first in the regiment commanded by the earl of Oxford, and afterwards in that of the lord Goring, who was so pleased with his general conduct, that, a short time afterwards, he made him captain lieutenant of his own company. In this station he was present at several sieges and engagements, omitting no opportunity of acquiring a thorough knowledge of his profession, and signalizing himself by his valour. But having, unluckily, fallen into some disputes with the magistrates of Dort, where he was stationed in winter quarters, on account of their having punished one of his soldiers for an offence, which captain Monk thought properly cognizable only before a court-martial †, he withdrew from that service rather in disgust. When he arrived in England he found it in the greatest confusion, torn to pieces by the violence of contending parties, and recently involved in a species of civil war with Scotland. Monk possessing a spirit too active to remain dormant at such a crisis, accepted a commission as lieutenant-colonel in the army, sent under the command of the earl of Newport, for the purpose of crushing that commotion. The rejection of his advice ‡ is said, by Skinner, to have been among the principal causes why that war ended so much to the disadvantage of Charles as it did. In 1641, when the Irish rebellion first burst forth, he was appointed, through the interest of the earl of Leicester, his cousin, at that time lord lieutenant, to command his regiment; and had it not been for the jealous interference of the earl of Ormond, would have

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\* In the first he served as a cadet, under his near relation sir Richard Grenville; and, in the next year, as an ensign, under the brave sir John Burroughs, in the ever memorable and unfortunate expedition to the isle of Rhe.

† Which interference the prince of Orange appears rather unwarrantably to have defended.

‡ He seconded the earl of Strafford in his desire of fighting the Scots, instead of treating with them; which lenity, by betraying the king's natural tenderness, and shewing how much he could bear from rebels in one kingdom, encouraged a similar conduct in the people of another.

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been appointed governor of Dublin. He returned to England in 1643, and repairing to the king at Oxford, made known to him much ill usage which he had experienced during his continuance in Ireland. His majesty, as a recompense for this treatment, appointed him major-general of the Irish brigade; but being soon afterwards unfortunately surpris'd by sir Thomas Fairfax, he was sent, with several other officers taken at the same time with him, prisoner to Hull, from whence he was, in a short time, removed to the Tower, where he remained in confinement many years. During this time he is said to have experienced much distress, occasioned by the narrowness of his circumstances; as some alleviation to which, king Charles sent him an hundred pounds; an act of generosity, considering the poverty of his own finances, highly honourable to the king, and at the same time strongly expressive of the high opinion he entertained both of the services and attachment of general Monk. At length, in the year 1646-7, after the defeat at Naseby, and the several misfortunes which followed it, had occasioned almost the annihilation of the royal party and ruin of its cause, Monk recovered his liberty through the interest of his relation, lord L'Isle, whom the parliament had just before appointed to the government of Ireland. He embarked with his patron for that kingdom, but quickly returned from thence with him, in consequence of a difference between his lordship and the marquis of Ormond. He returned, however, only to revisit it, in a higher command than he had ever yet attained, for the leading men in parliament had too much perspicuity and good sense to suffer abilities so extensive, as Monk's, to remain inactive and unserviceable to them. They accordingly soon sent him back to Ireland, commander-in-chief of the English forces in the north, where he soon signalized himself by taking, in conjunction with colonel Jones and sir Charles Coote, most of the principal holds possessed by the Irish in that part of the kingdom. But the action which most contributed to raise his fame, and lay the foundation of that reputation he afterwards so justly acquired, was the surprize of Carrickfergus, the principal, and, indeed, only post of consequence in possession of the Scot's troops; an advantage of the utmost  
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consequence to the cause of the parliament, as, at the very time it took place, major-general Monroe was meditating to pass over to Scotland in order to join a considerable body collected there by his brother, sir George; a junction which, had it taken place, might have rendered the reduction of that country a task of infinite difficulty. This signal service raised him at once very high in the opinion of parliament, which immediately voted him a letter of thanks; and, as a more convincing mark of favour, a present of five hundred pounds. He was also, as an additional reward, appointed governor of Carrickfergus. The difficulties he had to encounter in his command were such as would have been insurmountable by a moderate capacity. But the abilities of Monk were of a nature not to be fettered by the opposition of his foes, or want of proper support from his friends. Compelled to carry on a war without money, or any of those resources which are deemed its very sinews, he contrived, nevertheless, to reduce O'Neil almost to the last extremity, by depriving him of every means of subsisting his army; destroying what he had it not in his power to remove. Had it not been, therefore, for the very extensive and almost unparalleled desertion which prevailed in his army, as soon as it received the news of the king's murder, there cannot be a doubt but that the war would have been terminated in a manner consonant to the wishes of the most sanguine of the parliamentarians. This unexpected event, detested, as it generally was, by his soldiers, deprived him of the power of continuing the war any longer, even on the defensive. In this dilemma Monk had recourse to the step most likely to prevent the total annihilation of the parliament's interests in that country; and by entering into a treaty with an enemy he could no longer oppose, preserved the poor remains of his army for some service which should either be less fraught with obstacles, or should meet with better support. It is always difficult, if not impossible, for a general to attach applause, or even favour, to ill success. The misfortune alone is never thought a sufficient punishment for the crime of being unfortunate, unless censure accompany it also. On Monk's return to England his conduct was immediately made the subject of discussion in the house

of commons, which, though it could not justify condemning, or even censuring, a measure which necessity had induced, thought proper to obliquely stigmatise it with such a reprimand \* as, it is asserted by some, the general never forgave. This event took place in the year 1649. And it is remarked by Campbel, that Monk, being now out of all employment, would have been miserably straitened in his circumstances, had not the death of his elder brother, about the same time, opened to him the possession of the family estate. His inactivity was not of long duration. In the year 1650, Cromwell having taken upon him the command of the army in Scotland, appointed Monk colonel of a regiment †, formed of six companies drawn out of sir Arthur Haslerig's, and six out of colonel Fenwick's; and to secure him still more strictly in his interest, made him lieutenant-general of the ordnance. The choice made by Cromwell on this occasion is among those acts which do so much credit to his penetration, and judgment, and mark him as so able a discerner of those abilities in others which he judged most likely to further his own pursuits. Cromwell himself, though a commander of the most acknowledged ability, had, nevertheless, suffered himself to be in a great measure surrounded by the Scots near Dunbar. To continue in the position he then was, became impossible; to retreat was dangerous; and to attack the enemy appeared, from the advantages of their situation, hazardous in the extreme. In this dilemma he consulted Monk, who not only advised an immediate attack, but at the same time offered to lead the van himself. The advice was pursued, and his offer accepted. The success is known to all. Thus we see neither personal danger, nor the difficulty attending

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\* "This house doth utterly disapprove of the proceedings of colonel Monk, in the treaty made between him and Owen Roe O'Neile; and this house doth detest the thoughts of closing with any party of popish rebels there, who have had their hands in shedding English blood. Nevertheless, the house being satisfied that what the said colonel Monk did therein was, in his apprehension, necessary for the preservation of the parliament of England's interest; that the house is content the farther consideration thereof, as to him, be laid aside, and shall not at any time hereafter be called in question."

† Now, the second, or Coldstream regiment of guards.

the execution of an enterprize, are sufficient to deter the man of real intrepidity from undertaking any exploit he thinks will conduce to the benefit of the service in which he is engaged. Cromwell having in the ensuing summer been obliged to follow the Scot's army, and the king to England, lieutenant-general Monk was left chief in command in Scotland, the principal part of which he reduced before the end of the campaign; and, in particular, the town of Dundee. On the conquest of this place he is reported to have sullied, by a wanton cruelty\*, the glory he had earned, insomuch that he rendered himself terrible to the royalists, and odious even to his new associates. There are some who endeavour, not with much propriety we must confess, to palliate this unusual act, by asserting, that every cruelty exercised by Monk, against the Scots, was occasioned by his wish of avenging the treason they had, as a nation, committed against the late king. Perhaps the excuse may leave the character of the general in a worse situation than it found it: and if no more justifiable motive could be adduced in his defence, his memory would have suffered less by permitting this to be treated as a sudden and violent act of indefensible passion, than by endeavouring to take off any part of the stigma by introducing into the character of so great a man such qualities as an unjustifiable † premeditated revenge, and a remorseless cruelty that would disgrace even the manners of a Tartar. Fatigue, and, it is not improbable, remorse, brought on an indisposition so violent, that he was obliged to solicit his recal; which having obtained, he went to Bath, where he quickly recovered his health. He repaired to London soon afterwards, having been nominated one of the commissioners for effecting the intended union between England and Scotland. The rupture with Holland took place in the year 1652, and we must now prepare to see general Monk, at the age of forty-five, enter upon a new species of command. This we are the less surprized at, when

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\* By putting six hundred of the garrison to the sword, and committing various other acts of severity unwarranted by the laws of war.

† Wreaked on persons probably totally unaccessary to the crime it was intended to punish.

we recollect that Montague and Blake were, if possible, less habituated to maritime affairs than himself, and without any disparagement to the character of this great man, became equally as eminent. The annals of the universe cannot, perhaps, produce three men, cotemporaries with each other, who, labouring under the same disadvantages, have left behind them so high a reputation. Monk, indeed, may be thought by far the best qualified of the three for a naval command, when it is recollected his first outset in life was in the station of a volunteer in the same line of service. He was associated, in this his new occupation, with Deane, who was unfortunately killed by a chain-shot at the very commencement of the action with the Dutch on the 2d of June 1653. Monk is reported to have instantly covered the body with his cloak; and having urged and encouraged his men to do their duty, ordered the body to be removed into the cabin with as much coolness and presence of mind as though the event, which had just before taken place, had been one of the most common and ordinary occurrences of life. The engagement, after having continued two days, ended at last in a complete victory on the part of the English. The steady intrepidity exhibited by Monk on this occasion, raised him still higher in the opinion of Cromwell, to the maintenance of whose authority the brilliant actions of those commanders, who fought under his auspices, did not a little contribute. The states-general having used incredible pains to repair their loss by recruiting and reinforcing their fleet, the two great competitors for fame, Monk and Van Tromp, again met on the 29th of July. Approaching night on that day, and stormy weather on the next, prevented the final decision of this contest till the 31st\*. Unfortunately for the Dutch, their great

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\* Notwithstanding the Dutch had received a reinforcement of twenty-five large ships. "This did not hinder Monk, who now commanded in chief, from attacking them, though he knew they had another great advantage, a number of fireships, whereas he had none: nay, as if he had been secure of victory, he gave orders that no ship should be taken, or quarter given; for he saw that sending off ships to convoy them lessened the effects of their victories."—*Campbell's Mem. of Gen. Monk.*—The consequence of this battle proved general Monk's judgment to be right.

commander, Van Tromp, was killed about noon by a musket shot: but they continued to defend themselves with much bravery till about two o'clock, when they began to fall into disorder, and soon after to fly in the utmost confusion. In this engagement\*, which lasted eight hours, the Dutch lost not fewer than five or six-and-twenty ships. The conduct of Monk on this occasion was so highly esteemed by Cromwell, that the parliament, by his direction, voted him a gold chain, which Cromwell himself put round his neck, on the 25th of August † following, at a great feast given by the city; and though the natural modesty of Monk would have induced him to have foregone such a mark of distinction, Cromwell obliged him to wear it all dinner time. The parliament, as it was still called, was now completely modelled according to the wish of the protector; but it, notwithstanding, received Monk with so much attention and respect, that Cromwell is said to have been jealous of his growing power, till he discovered by his conversation, that how high *he* might stand in *theirs*, *they* were, in *his* opinion, as was really the case ‡, nothing better than a miserable herd of fanatics. The knowledge of this opinion perfectly conciliated the affections of Cromwell, who received Monk into his most secret councils, notwithstanding his open and avowed disapprobation of the peace, which was then on the point of being made with the Dutch. Cromwell assumed the protectorship soon afterwards; and finding the government of three kingdoms too troublesome and laborious for any single person, began to think of easing himself from part of that weight and pressure of power, by appointing deputies to two of them. Scotland was allotted to Monk, who readily undertaking so great a charge set off for Edinburgh in the

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\* An anecdote highly characteristic of Monk's penetration and judgment is related of him in this action. He had in his fleet a considerable number of ships hired from the merchants. Just before the engagement began he shifted the commanders into each other's ships; that by taking off their concern for their owner's property, they might each behave the better. The event fully answered his expectation, no ships in the fleet behaving with more gallantry.

† The day appointed for a solemn thanksgiving for the victory.

‡ The barebones parliament.

month of April 1654. On his arrival he found that kingdom in the most desperate state of confusion possible. The army reduced so much in its numbers as to be in an unserviceable state; and the few soldiers who remained inclining to mutiny, through the total neglect of all subordination and proper government. The command of it had been left with a colonel Deane, a man of irresolution, and totally incapable of conducting it, with any effect, much less was he able to restore order in so critical a situation. The people were divided into numberless factions; and a very considerable part of those, who from their influence or wealth possessed the greatest power, still continued in arms for the king. The approach of Monk, like the sun newly risen, quickly chased away the clouds that threatened to obscure his power. By carefully mingling temperance and lenity with severity; by politically encouraging a mutual distrust\* among the leaders of the royalists; and, above all, by judiciously stationing sufficient garrisons in those parts of the country which were most disaffected, he succeeded in quickly accomplishing the complete reduction and subordination of the whole kingdom. The war being concluded, he fixed his residence at the house of the countess of Buccleugh, near Edinburgh; and exhibited the singular instance, of a man possessed of all the power the most despotic monarch in the universe could have wished for, living with all the moderation attached to the station of a private gentleman. The government of the kingdom, in civil matters, was entrusted to a committee of six persons, nominated by Cromwell, under the title of a council of state. Monk having, as well by his influence as his prudence, secured to himself the acquiescence of a majority, in every thing he did or proposed, may be said, with propriety, to have been as absolute, within the limits of his deputed government, as Cromwell, the fountain from whence the authority flowed, was in his. This difference alone existed in the minds of their *subjects*—one was ever obeyed on the genuine principles of love and gratitude, for the

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\* See his proclamation for bringing in or killing the earl of Seaforth and others, published in Thurloe's State Papers. Vol. 2d. p. 261.

moderation with which he used his power—the other from motives of terror and fear alone. It has been reported by many, that Monk, while he enjoyed this command was secretly negotiating with Charles. His friends have unwarily adduced this as a matter of much praise and honour to him. But breach of trust, however wicked or infamous may be the cause in which a man has engaged, never forms the most brilliant and glittering part of his character. It is remembered with cold and narrow gratitude, even by those whom he has served, and fails not to create the general distrust of those who reluctantly feel themselves compelled to accept its services. Monk never experienced a mortification of this kind. Treachery never was a trait in his character\*; and so far was he from being guilty on this occasion, that he appears to have given Cromwell notice of every conspiracy that was attempted to be formed for the subversion of his power, as well as every overture made to him to engage his assistance in such an exploit. He did not, however, escape the suspicion even of Cromwell himself; who, fearing his power, or what was more dangerous, his abilities, was contriving the means of his quiet removal, when death put a period to his crimes and his fears also. A very curious postscript of a letter is inserted by Campbell, from Skinner, which is said to have been written to him by Cromwell †. Nothing appears to have been more unjust than this suspicion, inasmuch as his extreme and zealous attachment to the protector had nearly cost him his life, a conspiracy having been actually formed, by a colonel Overton and others, to assassinate him as one of the most formidable enemies to the cause of those who detested Cromwell. The plot being discovered just be-

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\* It has never been imputed to him by any body, but that most daring and wicked of all republicans, Ludlow.

† And, in particular, a letter written him by king Charles the Second, on the 12th of August 1655; which letter is said, by Campbell, to have been adduced, by his son, as a proof of his *early loyalty*.

‡ The singularity of it is a sufficient excuse for its re-insertion here.

P. S. "There be that tell me there is a certain cunning fellow in SCOTLAND, called GEORGE MONK, who is said to lie in wait there to introduce CHARLES STUART; I pray you use your diligence to apprehend him, and send him up to me."

fore it was to have been carried into execution, Monk exhibited that moderation so strongly characteristic of a great mind, contenting himself with only removing those who sought to destroy him. Instead of seeking to inflict punishment, he was mild and humane enough to prefer sending them to England, and by these means taking from his assassins, in intention, the opportunity of incurring, in future, the penalties that would have attended the prosecution of their sanguinary scheme. The death of Cromwell produced no immediate alteration in the conduct of Monk. We may infer, from a multitude of concurring circumstances in his life, that he was naturally attached to royalty, and the form of kingly government; so that the assistance and support given by him to Oliver, is to be considered as an act of necessity, to which he was reluctantly compelled, rather than as a measure he entered into through choice and inclination. Considering the complexion of the times, the fury of party, the general and mutual distrust of each other, that pervaded all ranks of people, and, above all, the terror induced by the weight of Cromwell's influence and authority; he wisely foresaw, that resistance would inevitably produce the annihilation of that small and reduced party which still continued to smother, in their bosoms, the fire of loyalty and affection for the House of Stuart, warming themselves with the hope that the embers would, in time, acquire strength and heat sufficient to rekindle that spirit, which severity and oppression had lowered, indeed, but could not totally extinguish. Monk prudentially, therefore, yielded to the tide of power; and, by a temporary opposition to the cause of royalty, through which conduct he acquired the unlimited confidence of its enemies\*, he rendered himself capable of effecting its bloodless re-establishment. The hour of action was not yet arrived; and to have attempted any thing till the necessary intrigue and management had acquired so critical an height as almost to ensure success, would only have delayed the proper execution of the plan, but might have totally defeated every future hope. These considerations may serve to account for the conduct of

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\* In consequence of which he rendered himself their ruler.



Monk during Oliver's protectorate, and the short-lived exaltation of the timid Richard. The first, and, indeed, most political step of the latter's whole reign, was that of endeavouring to engage to himself the affections of Monk; who, though he quickly discovered how inadequate to the office the abilities of the new protector were, a circumstance that must inevitably cause his speedy degradation, continued, nevertheless, to render him every assistance, as well by his advice, as by keeping Scotland, where he still continued to command, quiet, and in subjection. Politicians might have expected the deposition of Richard would be the signal of that revolution which was to effect the restoration of kingly government in the person of Charles the Second: much, however, still remained to be done, before it would become proper for Monk to throw off the mask and unveil his whole design. The obstacles he had to contend with were numerous; the props, the supporters of his enterprise, few and inconsiderable, derived more from the resources of his own great mind than the more feeble aid of followers and coadjutors. When we recur, for a moment, to the number of difficulties he had to encounter, and still more, should we reflect on the nature of them, we might, were the period of this transaction further removed, consider its history rather as the fertile and ingenious production of romantic fancy than as a fact seriously transmitted to posterity by the pen of the historian. He had to contend with a veteran army, of thirty thousand men, long used to victory, and commanded by Lambert, an officer of considerable experience and ability, who possessed their entire, unlimited confidence. He had to win over to his party, and opinion, those who had formerly destroyed monarchy, and erected republicanism on its ruins; and he was, through their means, to effect the restoration of that very form of government they had themselves subverted. "He was," to use Campbell's words, "to restore a cause, lost in the opinion even of its truest friends; a cause, which he himself dare not so much as own any attachment to; a cause, which he himself had done much against, and the troops he commanded more." The means by which he was to overcome these numerous and formidable obstacles, were the shattered remains of dispirited loyalty, and a small body of forces, consisting  
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of five or six thousand men, attached to his person and inclinations, from the confidence and love he had acquired among them, in consequence of having fought successfully at their head, and of having governed them with moderation. He effectually secured their attachment, by stating to them that the army in England had destroyed the parliament because it would not be subservient and act in complete conformity to its wishes, that it was his firm determination to render the military power, on all occasions, subordinate to the civil; and since the authority under which they acted was derived of that parliament, he entertained not the least doubt of their assistance in restoring it again to its proper function. That if any individual was dissatisfied with this, his intention, he would instantly give him his discharge, and a passport, to enable him to return home in safety. The officers immediately and unanimously declared they would live and die with him. After he had thus ensured their support, he immediately marched for England. The army that appeared ready to oppose and crush him in the first onset, he quickly contrived to disperse, or gain over to his own party, by opposing the mild and gentle Fairfax, who had formerly been the idol of their affections, to the furious Lambert, who had succeeded him in his command. Correct in the judgment he had formed of those passions which actuate the human mind, the event perfectly answered his expectations. Lambert, who had advanced as far northward as Newcastle by the time Monk had reached Berwick, was unwilling to risk the stake for which he fought on the event of a battle, in which the alienated hearts of his soldiers might yield an easy victory, even to the inferior force of their opponents. He retreated, and Monk having, by easy marches, reached London, made himself dictator both of the parliament and the kingdom, peaceably and without even the appearance of contest. He had now reached the pinnacle of human power; he had acquired an authority equal to that which had been possessed by his predecessor, Cromwell, when in the zenith of his glory, without either imitating his crimes, or inheriting his detestation. He voluntarily *created* a parliament which might have, at once, deposed him, but which, in grateful sense of the state of confusion and distraction

traction from which he had liberated the nation, whom they in some sort represented, offered themselves to him as his subjects. He had fortitude and honesty enough to refuse the glittering bait with which they would have purchased his honour. Without the smallest capitulation or reservation on his own part, he bestowed that freely which the blood, the treasure, the influence of thousands, had been unable to procure by force\*. Such was the disinterested conduct of Monk in this great undertaking; a design originating with himself, and successfully executed under his auspices, supported by Montague and a few others; men whose countenance, if the cause in which they were concerned had needed any such extraneous recommendation, would have reflected on it the highest credit and honour. It is well known, that all things being properly prepared, through his prudence, for the peaceable restoration of monarchy, king Charles landed at Dover on Friday the 25th of May 1660. He was there received by general Monk, not with the assuming pride of a man who had bestowed a kingdom, but with the decent and humble demeanour of a subject who came to pay his duty to his sovereign. Two days afterwards he was elected knight of the garter; and having been appointed, on the 12th of June following, one of the commissioners for executing the office of lord high treasurer, he was also created baron Monk of Potheridge, baron of Beauchamp, both in Devonshire; baron Tyes, earl of Torrington, and duke of Albemarle. This elevation of the general to the peerage was so highly acceptable to the rest of that august body, that, as soon as it was announced to the house by the lord chancellor, they ordered the lord great chamberlain, and lord Berkley, to wait upon king Charles, to return him their thanks for the well-merited honours he had conferred on this illustrious

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\* "He refused the kingdom when it was offered him by the distracted republicans, to keep it from its right owner. He despised a diadem to which he had no right; and, with equal greatness of mind, refused to make any terms with him to whom it belonged. He saw the folly of cobbling constitutions and pretending to take power from one set of men to give it to another. He chose therefore, like a wise and honest man, to fix things upon their old bottom."—Campbell, Vol. 2d.

personage\*, a mark of respect as honourable as it was singular, and well deserved. It had been proposed just before the restoration actually took place, to settle an hundred thousand pounds a year on general Monk, but as he was a man ever averse to mercenary stipulations for his own benefit, this proposal was not carried into execution; and Charles being, perhaps, not the most liberal monarch in the world, in rewarding those to whom he owed every thing, thought it a sufficient recompense to settle on the duke the sum of seven thousand pounds a year, in lieu of that sum which had been formerly suggested as his proper reward. Whether the economical retrenchment was just, we shall not take upon us to decide: but the duke received the recompense with all the gratitude that could be expected to attend the most liberal gift. He was silent notwithstanding the defalcation; and, to add, if possible, to those honours which his conduct had already acquired him, was CONTENT. The duke of York, who was, immediately after the restoration, appointed lord high admiral, was truly sensible of the extensive abilities of this great man. He was his constant friend and counsellor. He advised, and in great measure directed, though not openly, all matters relative to the navy, at the same time that he was continued in the command of the army, as long, as it is remarked by Campbell, *as there was any army for him to command*†. He was also appointed master of the horse, and one of the lords of the king's bed-chamber. At the commencement of the first Dutch war in 1664, the duke of York took upon himself the command of the fleet; and, during his absence, deputed the duke of Albemarle to execute, at home, the office of lord high admiral‡ in his room: a trust of the highest

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\* And is said also to have been attended by almost the whole house of commons, to the door of the house of peers.

† When war was declared against the French on the 10th of February 1665-6, he was stiled in the proclamation *general of his majesty's forces by land*. The army, though its numbers were considerably reduced was still in existence. The duke of Albemarle was also one of the personages who signed both the proclamations of war against Holland and France.

‡ "Having had the most undoubted evidences of the experience, ability, and zeal, to his majesty's service, of George, duke of Albemarle,

highest nature, which he most worthily discharged. When the plague broke out, which it did in the year 1665, and it became necessary for king Charles to retire to Oxford, the duke was left in the capital as a kind of pro-sovereign\*. While he paid the greatest attention to the miseries and wants of the people; while he distributed among them, with the most humane diligence and impartiality, those sums which, raised for their relief, he considerably augmented by his own additional charity; while he continued, at the greatest personal risk, in the midst of infection and disease, using every method to check and restrain its progress, he neglected not, even in the smallest particular, that less interesting duty than the service of humanity, the care of the war; so that we know not which most to admire, the humane and paternal tenderness of the noble, or the extensive, and, indeed, unmeasurable abilities of the warrior and statesman. The duke of York having quitted the command of the fleet immediately after the first engagement with the Dutch, it became necessary, in the following spring, to find out some personage worthy to be entrusted with so great a command. The whole nation, as it were with one accord, turned their eyes, on this occasion, on the duke. Little reason had they, however, to hope that he, who had already undergone so much fatigue both of mind and body, would readily stand forth, on such an occasion, to brave those difficulties which the honours he had already earned might have appeared to warrant an excuse for his not encountering. Few persons are able to foretel the resolves of a great mind. It is one of the qualities of human nature to estimate all actions, and to prescribe the line of every persons conduct; each man according to the limits or extent of his own ideas. Hence are mankind frequently deceived in the judgments they form on the

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mate, I have, with his majesty's consent and approbation, appointed the said duke of Albemarle, in my absence, to order and govern all affairs relative to the navy." Dated 22d of March 1664. — Duke of York's Memoirs, p. 125.

\* "At the time of the plague, when the king went to Salisbury, the duke of Albemarle was left, with the foot guards and a troop of horse, to take care of London, lest the republicans and fanatics, encouraged by the Dutch, should rise." — Macpherson.

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future conduct of each other, when there is the smallest disparity between them either of abilities or public spirit. The duke not only very readily undertook the charge\*, but nobly offered, that if the king thought it would, in any degree, conduce to the benefit of the public service, he would be content to serve, in a subordinate station, under the command of prince Rupert. This, which would have been a most extraordinary instance of self-denial to an ambitious man, was not permitted; but the prince was joined with him in the command. On the 23d of April 1666 †, they took their leave of the king and repairing to the fleet, which sailed soon afterwards, hoisted the standard on board the Royal Charles. Intelligence having been soon after received that the French fleet was coming up the Channel, in order to effect a junction with the Dutch, prince Rupert was detached with the white squadron, by orders from the lord high admiral, to intercept them in their passage. The duke of Albemarle was, of course, left with the red and blue squadrons only, which were not more than fifty-six ships: whereas the Dutch fleet, even by their own accounts, consisted of eighty-four. With these wonderful odds in his disfavour ‡, the duke maintained the fight for three days,

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\* "The friends of the duke were unanimously against his accepting the command: they said he had already established his reputation as a soldier, seaman, and statesman; that it was unreasonable to expect him, at his time of life, to stake all the honours he had won on the fortune of a day; and that the Dutch were already driven to that degree of desperation which rendered them most dangerous at sea. The duke thanked them for the respect they had shewn for his person and character, but at the same time added, *these were out of the case; that he valued neither farther than as they were useful to his country; and that he was determined to obey the king's commands, since he was sure he should either accomplish them, or die in the attempt.*"—Campbell's Mem. of Monk.

† "Whitehall, April 23. "This day his highness, prince Rupert, and his grace the duke of Albemarle, his majesty's generals at sea, having taken leave of their majesties and royal highness's, and received the compliments of the whole court, went hence to the fleet, being followed with the vows and prayers of the whole nation, for a happy success to their glorious expedition."—Gazette, No. 47.

‡ In sir John Harman's account of the action the following misfortune is taken notice of. "The duke, when he came on the coast of Dunkirk,

days\*, with a loss, comparatively small. On the evening of the 3d we behold him as a commander in a still more brilliant point of view than we have hitherto seen him. Deprived of victory by superior numbers, but not vanquished by them, we see him, with the cool intrepidity of an hero, retiring slowly before an enemy elated with their temporary advantage, but unable to make the smallest impression on the reduced and shattered squadrons of their antagonists †. Such was the effect of courage, aided by the most consummate prudence ‡. On the evening of the third day, the squadron under prince Rupert, consisting of twenty or twenty-two sail, returning from their fruitless expedition, re-joined the duke. The battle was renewed on the fourth day with still greater fury; and the English having fought through the Dutch fleet five times §, with considerable advantage, had, though late, the satisfaction of obtaining a dear and hard-earned victory. In this action the duke exposed himself to the most eminent personal risk, having, at the time success was more than doubtful, rushed almost too bravely into the thickest of the fight §, that the men might receive additional spirit

Dunkirk, to avoid running on a sand made a sudden tack, which brought his top-mast to the board, whereupon he was forced to lie-by four or five hours, till another was set up: but the blue squadron knowing nothing of this sailed on, fighting through the Dutch fleet, which were five to one.

\* Our Gazette says only two.

† “The next day the duke engaged the Dutch again, though above double his number of ships, and the Dutch hourly receiving fresh supplies: so he did the day after, the 3d of June, when the duke caused several of his most disabled ships, after he had taken out their men, to be burnt; and had but sixteen ships left able to fight, with which he retreated, putting them between the Dutch and his unburnt disabled ships.”—Sir John Harman’s Account.

‡ “In this retreat, which was managed with all imaginable care and prudence, the lord general commanded the men, out of the St. Paul, and two other slug ships, that seemed unserviceable, and might probably have otherwise fallen into the enemies power, and, for prevention, set them on fire.”—Gazette, No. 59.

§ Kennet, Vol. iii. p. 260.

§ “The duke had all his tackle taken off by chain shot, and his breeches, to his skin were shot off; but he rigged again jury masts and fell into the whole body of the Dutch fleet, where he attacked De Ruyter.”—Gaz. No. 59.

from the example of their noble commander, and not be intimidated by the partial advantage, and superior numbers of the foe. The event in some measure rewarded his intrepidity, the Dutch being driven home with ignominy\*, and the English enabled to return with safety into

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\* "De Ruyter ordered the fleet to drive all night, and finding no enemy in the morning, arrived that day, with sixty sail, at the Weelings; ten, who were disabled, put into Goree; ten other, for the same reason, made for the Texel; and the four, which were burnt, made in all eighty-four."—*Transl. of Dutch Acc. of the Action*, Sloanian MS. No. 3328.

"Whitehall, June 6. About one o'clock this afternoon, sir Daniel Harvey arrived here from the fleet with the tidings of a happy victory, obtained over the Dutch, by his majesty's fleet under prince Rupert and the lord general, after an engagement of three days, in two of which, his grace the lord general, with fifty ships, had maintained, with advantage, against eighty, or more, of the enemy, which at last he saw increased to more than double his number. His highness joined him so happily with the squadron under his command, that the third day after a very close and bloody fight, the Dutch fleet were forced to run, our's pursuing them so long as our powder lasted. Five-and-thirty only of the enemy were seen together; what became of the rest is not yet known. Many of their ships were certainly sunk and burnt by our's, and some by accidents from their own." Such is the English account, given by authority, in the *Gazette*, No. 59.

As to the loss sustained on this occasion it is somewhat difficult to attain the truth. Some of the Dutch authors raise our loss to thirty-five ships. Rapin appears willing to magnify it beyond all bounds of probability, and states it at twenty-three great ships, besides others of lesser note; six thousand men slain, and two thousand six hundred taken prisoners!!! The most moderate of the Dutch historians make our loss sixteen men of war, of which six were taken and ten sunk. In the Narrative of the fight, drawn up immediately after by the order of the states-general, and preserved in the British Museum, we find the following particulars. "The Dutch fleet is admitted to have consisted of eighty-three men of war; the English said to have been about eighty. (N. B. We know it consisted of fifty-six ships.) That in a short time an English frigate, of fifty guns, was seen to sink by a broadside from De Ruyter. The *Swiftsure*, of seventy guns, commanded by sir W. Berkeley, was taken by Hendrick Adrianson; the *Seven Oaks*, of sixty guns, by captain Wander Yae; and the *Loyal George*, of forty-four, by captain Swart. About seven or eight in the evening, an English ship of sixty or seventy guns, was sunk. On the second day five ships, whose names are not given, are said to have been sunk. On the evening of this day the *Royal Prince* grounded on the *Galloper* and was burnt the next morning. On the last day

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into port, and refit their ships at leisure, without exposing the nation to those depredations, and mischiefs, defeat would certainly have occasioned. Deprived, but for a short period, of that reward which should ever accompany such heroism, he did not long continue inactive. Having with the utmost expedition refitted his shattered ships, and being also reinforced by some which had not been in the late action, he put to sea a second time on the 19th of July, and on the 25th gained a most signal victory over the Dutch, under the command of his former antagonist De Ruyter, having taken or destroyed upwards of twenty men of war. The consequence of this glorious advantage was considerably greater than the victory itself; the destruction of the Dutch convoy, consisting of two men of war and upwards of 150 merchant ships, laying within the islands Ulie and Schelling. The

the English, now joined by prince Rupert, are said to have retired, leaving behind them four men of war, the Bull, the Essex, the Clove Tree, and Convertine; making the loss of the English, in the whole, amount to fifteen ships; and, as a conclusion, they modestly add, in these fights the English have lost, at least, twenty-three ships, burnt and taken." We must beg leave to remark, however, that one of the ships said to have been taken, the Seven Oakes, never existed. By the English accounts, the loss sustained is confined to the Royal Prince, the St. Paul, and two other bad sailing ships burnt, the three last by the command of the duke of Albemarle himself, and the Swiftsure, the Essex, the Clove Tree, the Convertine, the Bull, the Spread Eagle, the Loyal George, and Little Catherine taken, the two last being hired merchant ships, an inconsiderable loss when compared with the disadvantage at which the English fought.

We find further, in the Gazette No. 72, "It will not be wondered at that the enemy have hitherto, by all arts possible, endeavoured to dissemble their losses in the late engagement. We at this distance have not been able to get an exact account of them; while their own people at home are kept in the dark. But this week we find they have, indeed, missing, fifteen of their ships, and twenty one captains, as they are ingenuously given by their own commanders, who, surely, are best able to give us the certainty of it." This account has been uniformly credited, and inserted by the most impartial English historians. We shall conclude our remarks on this action, by adding the encomium passed by the pensionary De Witt himself, as related by sir William Temple. "*The English, said he, got more glory to their nation, and the invincible courage of their seamen, by these engagements, than by the two victories of this war. The Dutch could never have been brought on, the following days, after the disadvantages of the first; and, he believed, no other nation was capable of it but the English.*"

fleet returning into port about the middle of August, the duke quitted, with the highest reputation and eclat, this his last naval command; and being recalled to London, by the king, rendered, in his civil capacity, such service, during the lamentable fire in the beginning of September following, as almost, if it had been possible, would have eclipsed the glory of his military achievements. Indeed he appears, on all occasions, to have been esteemed, by the nation, as well as the king, their constant refuge and supporter in the hour of distress and danger\*. Campbell reports, that the people said openly in the streets, as he passed, that, *if his grace had been there, the city would not have been burnt*; and remarks, that this extravagant mark of veneration and affection for his person, could arise only from their perfect satisfaction in regard to what he had performed. When the Dutch, through the parsimony of Charles, were enabled to make the most disgraceful and insulting attack the nation ever underwent, and burnt several of our ships of war in the Medway, during the month of June 1667, the duke was again called forth as the guardian genius of the isle, whose presence could calm the terror and despair of his countrymen, could infuse into them a courage which the very unexpected mode of their enemy's attack had sunk, and repel, as it were by his frown, the further progress of the invaders. Such, however, was the general consternation, that his orders were but imperfectly obeyed, or the mischief occasioned by this enterprize would not have extended so far as it did. But depressed as the spirits of the people were, his noble example kept the men, in some degree, to their duty, when any other means had been totally unequal to the task. It is reported of him, that when he exposed his person more than prudence appeared to require, at the time it was apprehended the Dutch were preparing to land near Chatham, an officer of rank remonstrated with

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\* "His majesty hath set hourly in council, and ever since hath continued making constant rounds about the city, in all parts of it, where the danger and mischief was greatest, till this morning that he hath sent his grace the duke of Albemarle, whom he hath called for to assist him on this great occasion, to put his happy and successful hand to the finishing this memorable deliverance."—Gaz. No. 85.

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him, in mild terms, on the danger he ran and appeared to have too little sense of. His answer was perfectly expressive of that spirited conduct which he had ever shewn. "*Sir, if I had been afraid of bullets, I should have quitted this trade of a soldier long ago.*" He had been, on the 24th of May preceding this event, appointed first commissioner for executing the office of lord high treasurer of England\*; so that at one time he was general and commander-in-chief of the land forces, joint-admiral of the fleet†, and prime minister, offices so heterogeneous to each other, that the people would have been led to censure the power which confided so multifarious a trust to one person, had they not been convinced his great abilities were perfectly equal to the discharge of them all, and that nothing but the impossibility of his being present, at one and the same instant, at the treasury, on board the fleet, and at the head of his army, prevented his acting also, at the same instant as a most faithful steward and able financier, as a skilful and brave naval commander, and an intrepid and successful general, to the discharge of all which employments he appeared so peculiarly adapted, that it were perhaps difficult to say, in which, singly, he would have most excelled. The vast and long-continued exertions both of mind and body, soon after this time, induced a most rapid and premature decay, which obliged him, in great measure, to retire from public service, and baffling every assistance of medicine‡, put a period to his existence

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\* On the death of the great earl of Southampton, who had held the office of lord treasurer ever since the 8th of September 1660. It is said, that king Charles, by making this appointment, hoped to moderate the grief, and calm the apprehensions of the people, who were much agitated at the death of the earl, the long and deserved object of their favour, and whose loss, as a prime minister, they thought would be very imperfectly supplied by any other person. A most elegant eulogium; and we are at a loss to decide on which of these two noble persons it reflected the greatest honour.

† His commission not having been revoked, though he might be said to have quitted his command, on being sent for by king Charles, at the time of the great fire.

‡ Considerable hopes of his recovery were for some time entertained in consequence of his having employed a Dr. Sermon, a celebrated empirick of his day, who gave him the most flattering hopes of recovery; but these soon proved delusive. The nation was disappointed

on the 3d of January 1669\*. The character of this great man having been already sufficiently displayed by the narrative of his actions, it becomes unnecessary to add any thing to that general eulogium which must, as it were, involuntarily flow from the tongue; the pen, the heart of every person who contemplates them. The prejudice and malevolence of party has, however, on some particular occasions, basely endeavoured to diminish that reputation which envy will ever use its utmost endeavour to prevent from falling to the lot of any individual. Burnet, in particular, has charged him with having been the author of the very unwarrantable execution of the marquis of Argyle, with being the principal adviser of the match with the Infanta of Portugal, and the first proposer and chief promoter of the sale of Dunkirk. These several charges having already been very sufficiently disproved

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of its wishes, and the doctor of his fame. Some opinion, however, may be formed of the high estimation in which the duke was publicly held, by the following extract from Kennet. "The duke of Albemarle had this summer fallen into a long and dangerous distemper; but in the beginning of July he thought himself perfectly recovered and restored to his former health, by the assistance of a William Sermon of Bristol, whose pills had that success, as to bring him perfectly to his sleep and appetite, and wholly to abate all symptoms of his disease; so that, on July the 12th, as being perfectly cured, he dismissed his physicians from their further attendance; and next day Mr. Sermon was presented to his majesty, in St. James's Park, where he had the honour to be admitted to kiss his majesty's hand, and to receive *his thanks*, for the good service of that excellent cure performed upon his grace," as well as by the tenor of advertisement put forth by the doctor, on this occasion, in the Gazette, No. 398. "*These are to give notice, that William Sermon, doctor of physic, a person so EMINENTLY FAMOUS FOR HIS CURE OF HIS GRACE THE DUKE OF ALBEMARLE, is removed from Bristol to London, &c.*"

\* "Whitehall, Jan. 3. This morning died at his apartment, in the Cockpit, his grace, George, duke of Albemarle, lord general of his majesty's forces, after a long indisposition of health, in the sixty second year of his age, infinitely lamented by their majesties, their royal highnesses, and the whole court and kingdom. His majesty, to express the great value he had for the incomparable merits of that great and glorious person, towards his majesty and his people, was pleased to signify that, as the last mark of his gratitude to the immortal memory of the deceased, his majesty would himself take care for the funeral to be celebrated with a solemnity, such as may become the glorious things he did in the service of the crown, and the eminent sense and value his majesty will ever retain of them."—Gaz. No. 439.

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by several historians of the first credit for candour and impartiality, it is become unnecessary to say any thing farther in their refutation in this place. Malice, envy, and prejudice may, probably for a short period, dim the lustre of the most brilliant actions; but time operating like the wind will blow off the flimsy clouds which vainly attempted to obscure their splendour. His character in private life was no less worthy than we have seen it in his public: as a friend sincere, as a parent affectionate: of his conduct as an husband it will be sufficient to say, that the grief occasioned by his death produced that of his duchess also\*. Ill-treated as his memory may have been on some occasions, on others he has experienced more good fortune than has frequently fallen to the lot of great men like himself. He was generally remembered with gratitude by all ranks and conditions of men, from the peasant up to the prince, even after death had prevented his rendering them any further service. As the expence of his funeral was defrayed by the king, so was it conducted in a stile so sumptuous as to do the highest credit to royal munificence†. The principal part of the nobility, several of the officers of the king's household, and an immense train of other persons of the first distinction in the kingdom, attended, and appeared to vie with each other, who should, with the most heartfelt sorrow, bestow this last melancholy honour to the remains of him, who, when living, had been the constant object of their admiration and delight‡. The only possible

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\* "Whitehall, Jan. 23. This morning died, at the Cockpit, her grace the duchess of Albemarle, after a long and tedious indisposition of body, which had been extraordinarily increased by the grief she had for the late death of the duke her husband.—Gazette, No. 437.

† On the 30th of April, the body was interred in Henry the VIIIth's chapel.

‡ At the conclusion of the account given of the solemnity in the Gazette, and which, though abridged, is too long to be inserted here, it is said, "This is, in short, an account of this great solemnity, which was carried on with extraordinary pomp, order, and magnificence, and is, by command, to be published at large, and the whole represented in sculpture, to perpetuate this last honour done by his majesty's command, and at his expence, to the eternal memory of this glorious person." N. B. The book alluded to, containing an engraved representation of the ceremonial, is now become exceeding scarce and in very few hands. There is one preserved in the library of the herald's college.

semblance of ingratitude to him is, that no monument was erected to his memory, on which Campbell makes the following elegant remark, as just, and, perhaps, a more exalted tribute to it than the marble honours of a sculptured quarry. "Yet, AS IF HIS FAME HAD STOOD IN NEED OF NO SUCH SUPPORT, a monument was neglected; only those who have the care of the place, preserve his figure in wax, and think it sufficient, to raise the admiration of every loyal spectator, to say, THIS IS GENERAL MONK."

We shall conclude our long account of this truly great man, in which an almost enthusiastic veneration for his many virtues, has induced most persons to dwell with pleasure, with the following short and modest character given of him in the certificate of his funeral. "The merit and happy success of this great duke is not to be paralleled by any subject that ever lived in this kingdom, he being the person to whose wisdom, conduct, and courage his majesty principally owed his happy restoration. In the enjoyment of his riches he demeaned himself with that singular fidelity and courage, both in peace and war, and with that modesty and evenness of temper, without being elated with prosperity and the affluence of honours, riches, and authority, as that he gained the love, admiration, and respect of ALL GOOD MEN."

ANDERSON, John,—is said to have commanded the *Sophia* in 1666.

ANDREWS, William,—commanded the *Saint Paul* fireship in 1666; and had no other appointment till the year 1673, when he was made captain of the *Providence*.

ASHBY, Arthur,—served as lieutenant of the *Crown* in 1664: in 1666 he was appointed captain of the *Guinea*, a fourth rate, and was unhappily killed on the 25th of July following, when prince Rupert and the duke of Albemarle gained so decisive a victory over the Dutch.

BAKER, Jacob,—was made commander of the *Roe Ketch* in 1666, of the *New Ketch* yacht in 1670, the *Merlin* yacht in 1671, and on the 5th of September 1677 of the *Portsmouth* yacht.

BALL, Andrew,—was, in 1666, made commander, first of the *Happy Entrance* fireship, and afterwards of the *Aleppine* fireship. In 1668 he was removed into the *Orange Tree* fireship, and sailing soon afterwards to the  
Streights,

Streights, under the command of sir Thomas Allen, was unfortunately drowned.

**BARNES**, Butler,—after having been appointed commander of the Royal Charles hired ship of war in 1666, was, in 1668, made lieutenant of the Victory.

**BATTERS**, Christopher,—commanded the Joseph fireship in 1666.

**BELLASYSE**, John,—was appointed to command the Guelders de Ruyter in 1666. After the first action with the Dutch he commanded one of the companies which landed on the island of Schelling, and is said to have behaved himself, on that service, with the greatest gallantry; but nothing farther is known of him.

**BLAKE**, John,—was made lieutenant of the Bristol in 1665; in 1666 he was appointed, by prince Rupert and the duke of Albemarle, commander of the Helversome; and, in 1668, of the Kent, by commission from the duke of York.

**BOONE**, John,—after having been appointed commander of the Wild Boar fireship in 1666, was made second lieutenant of the Warfight in 1673.

**BONN**, John,—probably the same person with the foregoing, is said to have commanded the Wild Boar fireship in 1666.

**BRADFORD**, Richard,—was made lieutenant of the Bear in 1660, of the Advice in 1665; and in the following year commander of the Crown of Malaga.

**BRIDGMAN**, Thomas,—was made lieutenant of the Bristol, and Resolution, successively, in 1664; of the Swiftsure in 1665; and, in 1666, was promoted to the command of the Guernsey. In 1668 he was removed into the Speedwell, and sent, together with the Victory frigate\*, to Iceland, for the protection of the whale fishery. In the following year he commanded the Fountain. At the commencement of the second Dutch war he was appointed to the Sweepstakes, and in 1673 to the Greenwich. This appears to have been his last command.

**BROOKES**, John, (1st)—was appointed captain of the Little Mary in 1666, and met with considerable success

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\* A ship taken from the French.

against the commerce of the enemy, she being a prime sailer, and employed as a cruising ship.

**BROOKES, John, (2d)**—commanded the *Greenwich*, a fourth rate of fifty four guns, in 1666; in this ship he was present at both the engagements which took place with the Dutch in that year, his being the leading ship of the rear-admiral of the red's division. In 1672 he was promoted to the *Mary*, a fourth rate; and either died or retired from the service soon afterwards.

**BROWNE, Henry**,—commanded the *Richard* fireship in 1666. He was put under the orders of sir R. Holmes in the month of August, when he was detached to attack the Dutch fleet within the islands of Ulie and Schelling. Captain Brown rendered himself very conspicuous on this occasion by burning the largest of two men of war which were stationed there to guard the merchant ships. This, which was the most difficult and dangerous exploit in the whole expedition, he very bravely and successfully effected; and as such conduct could not have failed to have procured him that promotion he so justly merited, we are naturally led to conclude he died soon afterwards, as we have been able to obtain no farther intelligence concerning him.

**EUSTOW, William**,—was made lieutenant of the *Unicorn* in 1664, and commander of the *Young Prince* fireship in 1666. In the following year he was promoted to the *Francis* frigate, and sent to the Mediterranean, in the month of October 1668, being ordered by sir Thomas Allen, with captain, afterwards sir Richard, Rooth, in the *Garland*, to block up the port of Salée. They had the good fortune to give a very decisive check to the designs of these pirates, by the capture or destruction of four of their principal corsairs\*. After he quitted the command of this frigate he was not again employed till the year 1673, when he was made captain of the *Mary* yacht. In this vessel he was unfortunately lost on the 25th of March 1675 †.

BUTLER,

\* See the Life of sir R. Rooth, p. 18.

† Of this misfortune we have the following account in a letter from Chester, dated March 31, 1675. "On the 25th instant, about two o'clock in the morning, the weather being very foggy, the yacht touched upon



**BUTLER, John,**—was made commander of the *West Friezland* by the joint admirals, prince Rupert and the duke of Albemarle, in 1666. He was one of the captains who commanded the successful attack on the islands of Ulie and Schelling, under sir Robert Holmes. We hear nothing further of him till the year 1672, when he was made captain of the *Mary and Martha*.

**CARTERET, Benjamin,**—was made lieutenant of the *Leopard* in 1662, and of the *Jersey* in 1665. In the following year he was made commander of the *Pearl*. On the 19th of February 1666-7, being at that time convoy to a fleet of colliers bound from Newcastle to London, he fell in with a Dutch man of war of fifty guns and three hundred men; the *Pearl* being a small frigate carrying only twenty-six guns. The action between them commenced about eleven in the morning, and continued, without interruption, several hours; there being so dead a calm that the *Little Victory* frigate, who was also of the convoy, could not come to her assistance. A breeze springing up when night approached, and affording the *Victory* an opportunity of succouring her consort, the Dutch ship, though still superior in force, made all the sail he could to get off, after having lost a number of his men, and received considerable damage in his hull. Our ships continued the chase for a short time: but the *Pearl* herself being a good deal disabled, captain Carteret thought it most prudent to quit her, and return to his charge. Nothing farther appears relative to this officer, who seems to have acted, on this occasion, with the greatest bravery and prudence, till the year 1671, when he was made lieutenant of the Crown. In the following year he was

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upon a rock to the N. W. of the Skerries, a small isle to the eastward of Holyhead bay, the seamen and passengers being most of them saug under deck. The first touch rouled the seamen, who, looking about cried *all is well*: but presently the yacht stuck again on another rock and there stuck, so near the Skerries, that when the sea made the vessel roll, the mast touched the land, by which only means those that were preserved escaped. The earl of Meath, and about thirty-four more, perished in the yacht, of which number were the captain, whose name was *Bystow*, the boatswain, and two seamen. About noon the mast gave way; and the captain endeavouring to save the earl of Meath and the rest, was himself lost.

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removed into the Saint George; and in 1673 into the Triumph. He was discharged from this ship soon afterwards by command of the duke of York, at that time lord high admiral, but on what particular account, or accusation, does not appear.

CHANT, William,—was made first lieutenant of the Warspight in 1666; he soon afterwards was removed into the Royal Charles; and in the same year was promoted, by prince Rupert and the duke of Albemarle, to the command of the George hired ship of war. No farther particulars relative to him are known.

CLAPP, Thomas,—commanded the Little Lyon fire-ship in 1666.

CLARK, Henry,—was made lieutenant of the Young Prince in 1661, of the Hampshire in 1665, and the Henry in 1666: he was presently afterwards made commander of the John and Thomas. In the year 1669 he was promoted to the command of the Holmes frigate and sent to the Straights. On this station he was very active, and singularly fortunate, against the corsairs belonging to Sallee. In the month of July 1670, he drove two of their vessels on shore, but the shallowness of the water prevented his effecting their total demolition. In a few days after this exploit he drove a third into the enemy's port: he pursued her with the greatest eagerness even under the guns of their castle; but the corsair, by towing with his boats a-head, unfortunately got over the bar before the Holmes could close with him. He then put to Cadiz to rest and repair some damage he had received from the fire of the castle and batteries. This being accomplished he put to sea again; and on the 5th of October following got sight of two sail off Sallee, one of which was a corsair of considerable force, the other a prize she had taken. He immediately attacked the ship of war; but she escaping over the bar in consequence of a change of the wind, he bore up for the other vessel, which he soon drove on shore and destroyed. On the 14th of the same month, still continuing his cruise in the same station, he was fortunate enough to intercept the admiral and vice-admiral of the Salletine pirates, together with a prize they were conducting home. He brought them to action at eight o'clock in the morning: it continued, without intermission,

sion, till six at night; during all which time, notwithstanding he made several attempts for that purpose, he could not succeed in boarding either of them: at length, when the evening was far advanced, the vice-admiral finding no possibility of escape, run a-shore, together with her prize, and overfet. The admiral came to an anchor as near the shore as he possibly could, without immediate danger of striking. Thither captain Clark, not to be deterred by a trivial risk from his pursuit, followed, and, by a brisk cannonade, drove him from his anchorage; but the night being closed, captain Clark thought it not prudent to pursue him farther, more especially as, in this long and partially successful contest, he had consumed all his ammunition except three rounds. He had in this action two men killed and ten wounded; a considerable loss when we reflect on the size of his vessel, which was scarcely larger than a small sloop of war of the present day. He would not, however, totally desist while there remained a possibility of injuring the enemy, for he, next day, boarded the prize he had driven on shore, and which he found abandoned by the Moors. He removed whatever was valuable and left her to her fate, as he found she had bulged. Returning from the Straights he was removed, in 1672, into the *Nightingale*, and sent to Newfoundland, where he had no other opportunity of distinguishing himself, than in taking a small Dutch privateer which infested that station. On his passage back to Europe, in company with the *Adventure*, he fell in with two Dutch privateers, one of which, carrying one hundred and fifty men, he captured, together with a French merchant-ship, her prize; and being ordered upon the Irish station immediately afterwards, took two other privateers, which had done considerable mischief. He was soon afterwards promoted to the *Yarmouth*, a fourth rate, but did not command her long, for in the following year we find him again promoted, by prince Rupert, to the *York*, a third rate.

COLEMAN, William.—It is somewhat singular that this gentleman is called, by all historians, (who, notwithstanding the misnomer, have uniformly recorded his gallantry,) COYTE, or COITTE. What can have occasioned this mistake we will not pretend to say. He was appoint-

appointed second lieutenant of the sovereign in 1665, and very soon afterwards was promoted to be first lieutenant of the *Mary*. In 1666 he was still farther promoted to the command of the *Guinea*, a fourth rate, and sent to Lisbon, where he soon distinguished himself by a singular piece of gallantry, most highly and deservedly ranked among those acts of bravery which have in all ages excited the attention, as well of the poet as the historian. During the time he lay in the *Tagus*, the captain of a French man of war, of much superior force, which was there also, frequently, and in very loud terms, boasted he would follow the English frigate whenever she left the harbour, and make prize of her. This coming to the ears of captain Coleman, he, unwilling to deprive the Frenchman of the opportunity of making his fortune, or even to delay his happiness, gave him notice he would the next day put to sea. The people, who were acquainted both with the challenge and the acceptance of it, were on the tiptoe of expectation; and so far did they enter into the spirit of this extraordinary contest, that considerable sums were wagered upon the event. On the following day captain Coleman, true to his engagement, put to sea; but the French commander, having slept upon his challenge, did not think proper to comply with it. Captain Coleman, willing to give his adversary every possible opportunity of redeeming that credit, the first breach of his appointment had most certainly lost, continued to stand off and on, in sight of the harbour, for three days; in vain! the Frenchman, neither solicitous for his own honour or the money of the friends, who had backed him, very contentedly continued in port, rather than attempt to put those threats in execution which he had wantonly and rashly advanced. Captain Coleman, wearied with this fruitless expectation, returned into the *Tagus*, from whence, having taken a fleet of homeward-bound merchant ships under his protection, he immediately set sail for England. As some more substantial, though, perhaps, not more satisfactory reward than public applause, he captured two valuable prizes of between four and five hundred tons burthen each. He exhibited on this occasion an extraordinary instance of public spirit, by immediately burning his prizes, being unwilling to disab

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own ship from farther service by manning them, and hoping, on his passage home, to meet with some more considerable enemy. Almost immediately on his return he was appointed, by prince Rupert and the duke of Albemarle, to command the Hampshire. In this ship he served as one of the seconds to the rear-admiral of the white\*, at the memorable defeat given to the Dutch in the month of July following. When the rupture with France was expected, in the year 1668, he was appointed to the Centurion, from which ship he was, early in the ensuing spring, removed into the Princess. In the month of June he experienced a second removal, into the Portsmouth, one of the fleet sent to the Streights, under the command of sir Thomas Allen. At the commencement of the second Dutch war he was made commander of the Gloucester, and in the month of May sent commodore of a squadron, consisting of ten small ships of the line, and frigates, to reconnoitre and watch the motions of the Dutch fleet. The enemy putting to sea in considerable force, and detaching no less than thirty of their largest ships in pursuit of captain Coleman and his little fleet, he was compelled to retreat, which he did in excellent order, fighting as he retired, till he reached Sheerness, where the Dutch finding the reception too warm for their cold constitutions, put about and rejoined their fleet. In 1673 captain Coleman was appointed, by prince Rupert, to the Edgar, which ship was, at the conclusion of the war, put out of commission. On the 26th of March 1678, he was re-appointed to the same ship, by king Charles the Second. On the 2d of December 1679 he was removed, by the commissioners for executing the office of lord high admiral, into the James galley. This is the latest account we have been able to obtain of this very gallant officer.

COLT, George,—was appointed lieutenant of the Guinea in 1663, and of the Newcastle in 1665. In 1666 he was promoted to the Richard and Martha armed ship of war; from which ship he was, in the following year, removed into the Jacob fireship. He had no farther appointment till the year 1673, when he was made cap-

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\* Utber.

tain of the Vulture. He quitted this vessel in the ensuing year for the Hunter sloop, and was unfortunately drowned soon afterwards; but we have not been able to collect the particular circumstances attending this accident.

**COURTNAY, Francis**,—was made commander of a prize taken from the Dutch, called the Guelder de Ruyter, in 1666. In 1667 he was removed into the Happy Return; in the following year into the Sweepstakes; and in 1669 into the Guardland. He was in this year sent to the Streights, under the orders of sir Thomas Allen; and was not called into service, after his return from thence, till the year 1672, when he was appointed to the Dunkirk. In this ship he bravely fell, on the 11th of August 1673, in the action with which the second Dutch war concluded.

**CROW, Thomas**,—commanded the Henrietta yacht in 1666, and the Martin yacht in 1671.

**DARE, Jeffery**,—was appointed to command the Houfe de Switen in 1666; but did not long enjoy that honour, being one of the commanders unfortunately killed in the long action between the duke of Albemarle and the Dutch, in the month of June in the same year.

**DAY, John**,—was appointed lieutenant of the Royal Catherine in 1663, and commander of the Baltimore in 1666.

**DIGBY, Francis**,—was the second son of George, second earl of Bristol. He was appointed lieutenant of the Royal Charles in 1666, and promoted to the command of the Jersey in the same year. On the 15th of September he drove on shore, upon their own coast, and burnt, four large French vessels, one of them a frigate of thirty guns. In the following year he was removed into the Greenwich\*, and in 1668 into the Montague. The high estimation in which he was held, as well in respect to bravery as prudence, procured him, on the first rumour of a second war with Holland, the command of the Henry, a second rate of seventy-two guns. His conduct was every way consonant to the nobleness of his birth, for

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\* In which ship he had the good fortune to take several very valuable prizes from the enemy.

being one of the seconds to the brave and unfortunate earl of Sandwich, he, like his worthy commander, perished\*, after having given proofs of intrepidity almost innumerable, any one of which would singly have been sufficient to have established the character of an hero. His body was deposited in the vault of his mother's† family, at Cheney's in Buckinghamshire, in an open coffin, and is yet entire, except the loss of some teeth and toenails, which have been stolen.

ELLIOT, John,—was made, in the year 1666, commander, first of the Tulip, and afterwards of the Fox, both fireships. In the following year he was removed into the Robert, also a fireship. From the time he quitted the command of this ship‡, which was soon afterwards, he was not employed till the 1st of February 1677-8, when he was appointed, by king Charles, to be captain of the Castle fireship. He was soon afterwards discharged from the service in consequence of the sentence of a court-martial, held upon him by order of sir John Narborough, under whose command he at that time was, in the Mediterranean. For what particular offence does not appear.

EWERS, Philip,—commanded the Maryland Merchant in 1666.

FOULES, Thomas,—was made, by the joint commanders-in-chief, prince Rupert and the duke of Albemarle, lieutenant of the Golden Phoenix in 1666; and before the conclusion of that year was appointed to command the same ship. Early in the following year he was removed into the Wood Merchant, and was soon afterwards promoted, by the duke of York, to the Revenge. In 1668 he commanded the Roe Ketch, and the Rum-

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\* The Henry, that was one of the seconds to the Royal James, and was commanded by captain Digby, having put off several fireships; most of her men, her captain, and almost all her inferior officers slain, fell into the hands of the Dutch, but was in a little time retaken, and sent safe into harbour, by captain Strickland, in the Plymouth.

† She was the lady Anne Russell, second daughter of Francis earl of Bedford.

‡ This is said to have been one of the ships expended against the Dutch at the time they entered the river; but of this there is no positive proof.

ney's prize in 1669. He was not again removed till the year 1671, when he was made captain of the *Holmes*. In 1672 he commanded the *Diamond*, in this ship he met with the first opportunity of signalising himself that had ever yet offered itself to him: this was in the action between the squadron under the command of sir Robert Holmes and the Dutch *Smyrna* fleet. He was soon afterwards promoted to the *Anne*, a third rate of fifty-six guns. In 1673 he was successively appointed to the *Assistance*, the *Princess*, and the *Lyon*. His removal from one ship to the other must have been remarkably rapid, as he was killed in the command of the latter on the 28th of May in the same year; after having very bravely distinguished himself in the early part of the action between the English fleet, under prince Rupert, and that of the Dutch under De Ruyter and Van Tromp.

FREEMAN, John,—After having served as lieutenant of the *Dreadnought* in 1664, was appointed commander of the *Orange Tree* prize in 1666.

GARRIS, William,—is to be distinguished by a very particular anecdote. He was appointed, in the year 1666, to be captain of the *Fanfan*, a yacht built purposely, as it is said, for the use of prince Rupert. Captain Garris, being employed as one of the attendants on the fleet, was sent, by prince Rupert, to cannonade De Ruyter, after he was defeated on the 25th of July, and was retiring into water too shallow for the larger ships to pursue him with any regard to prudence. The following extract is taken from the account of the action published by authority. “The *Fanfan*, a sloop lately built at Harwich for prince Rupert, made up with her oars to De Ruyter, and bringing her two little guns to one side, continued, for near an hour, plying broadside and broadside, to the great laughter of our men, and indignation of the Dutch, to see their admiral so stoutly chaced; who still shooting his stern guns, in the end gave her two or three shot between wind and water, with which she retired.” This transaction has been much censured, by some historians, as an unwarrantable insult, offered by prince Rupert, to a vanquished enemy, while others, less violent in their animosities, have treated it rather as a warlike witticism. Between such a contrariety of opinion it is



not our business to interfere, nor does the conduct of the prince, be it held in whatever light it may, at all relate to that of captain Garris who acted under his orders, and who is at least entitled to the character of a brave man, for having, at so great a personal hazard, carried the orders of his commander-in-chief so strictly into execution. We are ignorant whether he died soon afterwards, or retired from service; but we find no further mention made of him.

GILBY, Robert, — was made lieutenant of the Kent in 1664, and in 1666 was promoted to the command of the Guelder de Ruyter. In 1668 he again served as a lieutenant on board the Warpsight.

GILL, John, — was commander of the Daniel fireship in 1666.

GILLINS, or GURLING, Thomas, — was appointed captain of the Barbadoes Merchant fireship in 1666, and was re-commissioned to the same ship in 1667.

GOODHEART, Abraham, — commanded the Hopeful Adventure fireship in 1666; and, in consequence of his meritorious service, in the first action between the duke of Albemarle and the Dutch in that year, was promoted to the Foresight by prince Rupert. In 1672 he was appointed to the Marygold fireship.

GREEN, Levy, — was lieutenant of the Maryland Merchant, and Delft Prize, successively, in 1665; in the following year he was promoted to the command; first of the John and Thomas, and afterwards of the Unicorn. From the end of the first Dutch war, to the year 1671, he does not appear to have held any commission. He was then appointed captain of the Diamond, and in 1672 was removed into the Greenwich\*. From this ship, as well as from the service, he was soon afterwards discharged by the sentence of a court-martial; but for what particular offence does not appear.

GUNMAN, Christopher, — was made commander of the Orange-Tree fireship in 1666; and being on the Guernsey station, signalised himself exceedingly by the capture of a French East India ship†; and still more on the

\* He is said, by Macpherson, to have been the commander who captured the Stevereen of forty eight guns in the Solebay fight.

† Of which singular exploit the following account is given in a letter from Guernsey, dated July the 3d. "The greater ship was under-

the 9th of August following, when, being in company with a frigate called the *Little Victory*, they fell in with two large privateers belonging to Flushing; one of them mounting forty-four, the other thirty-six guns, and both double manned. The action continued for six hours; during which time the *Orange-Tree* lost her fore-top-mast, and captain Gunman his left arm. Night alone put an end to the dispute. The interval between that and the next morning was employed, with the utmost earnestness on both sides, in endeavouring to repair their damages; the English in splicing their rigging, and the largest of the Dutch privateers in setting up a jury main-mast in the room of that which she had lost in the preceding engagement. The contest was not, however, renewed with the day-light, for the Dutch ships little relishing a second dispute with antagonists, by whom they had the day before been so roughly treated, sought that safety in flight, which they were unwilling to trust to their valour and superior force. On the 12th of Sep-

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undertaken by captain Gunman in the *Orange*, who coming up with her, haled her, and found her a French ship of three hundred tons and twenty-two guns, belonging to the French royal company, and bound homeward from Madagascar. After which, he gave her a gun, she in answer striking her top-sail; but having been, as the captain afterwards said, twenty months at sea, knew not of any war, till it was presently proclaimed by a broadside from the frigate, upon which they fell to it and fought for five hours with much resolution; but the night coming on, the English pressed them more vigorously, and made ready to board them; but the French, unable to make further resistance, called for quarter, which the captain granted them, and commanded the French out of their ship, sending his carpenters on board, with many soldiers, to stop her leaks, which it seems were many, and to bring her in, being not a league from the shore. But whether by their covetousness, more intent upon the richness of the ship than the repair of her breaches, or what other accidents we know not, she unexpectedly sunk to the bottom, above thirty of the English perishing with her, who had so much overladen themselves with treasure, that they were unable to swim. Thirty-three of the French remained prisoners on board the *Orange*; the rest, about forty, killed in the fight or drowned. Of the English only two men were killed. The lading of this ship was very rich, consisting of cloth of gold, silk, amber-grease, ebony, dyer's wood, some quantity of gold, precious stones, coral, hides, and several other rich commodities of the Red Sea; the whole cargo was valued at 100,000 l. sterling."

tember

ember following \* he brought in two valuable prizes, a proof as great of his activity and indefatigable zeal for the service, as he had before given of his valour. In the year 1667 he was promoted to the Reserve, a fourth rate of forty-eight guns. In 1669 he was appointed, first to the Forrester, and soon afterwards to the Ann yacht, which he continued to command till the commencement of the second Dutch war in 1672, when he had the honour of being made second captain of the Prince †, the ship on board which the duke of York hoisted the standard ‡. In the following year he was made commander of the Ann yacht §. We know nothing further relative to him till the 23d of October 1677, when he was appointed, by king Charles, commander of the Mary yacht. He continued captain of her till the year 1682 ¶, when he is reported to have been dismissed the service, in consequence of the sentence of a court-martial, held for the purpose of enquiring into the loss of the Gloucester \*\*. It is difficult at so remote a period, to investigate the grounds on which this judgment was

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\* A circumstance scarcely to be credited, considering his recent disaster, were it not given on the most positive evidence, as well as to the dates as to the fact.

† The command of the *ship* is to be considered as resting solely with captain Gunman. Sir John Cox, who was the first captain, being what is called *captain of the fleet*, or, in other words, assistant to the lord high admiral, to take a part of that load, too great, or at least fatiguing for the mind of an individual when commanding powerful fleets. The custom is to the present day very wisely continued in all great and extensive commands.

‡ He does not appear to have held this command any length of time, as there is every reason to suppose sir J. Narborough to have been second captain of the Prince at the battle of Solebay, fought on the 28th of May 1678. Indeed, was not the evidence before us very strong to the contrary, we should, from the tenor of his petition for arms, have been induced to believe him to have been second captain, and Narborough lieutenant, or officer next below him at the period alluded to.

§ In a petition for arms from captain Gunman, while commander of this vessel, preserved among the archives of the Herald's college, the respectability of his family is very modestly and properly stated, as well as his appointment to be "*captain in his highness's ship*;" a preference deemed by him the noblest compensation for his services, and urged, in support of his claim, in preference to those acts of bravery by which he had so much distinguished himself.

¶ After having, in that interval, been twice re-appointed to her.

\*\* Windsor, May the 12th, 1682. "On Thursday the 4th instant, about nine in the morning, his royal highness came a-board the Gloucester,

was passed. It may on that account be thought an uncandid and illiberal reflection to call it severe; we shall therefore content ourselves with saying, the evidence before the gentlemen who composed that court, must have been, to induce their censure, very different to the account given by sir John Berry, who commanded the Gloucester; the latter part of which has been already inserted in his life, as a refutation of a calumny undeservedly thrown upon him. The former part of the same account is of singular service in justification of captain Gunman. Of this account, the only part relative to him is, simply, that when his advice was asked, *whether they could weather the sands?* his answer was, *they could not, but must stand off.* The opinion of the duke of York himself was consonant to captain Gunman's: he thought they ought to stand off till *twelve o'clock*: but in consequence of the representation of

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Gloucester, and being saluted by the ships with all dutiful respect, we lay by, driving off till eleven o'clock, to dispose of his royal highness's retinue and goods, and then made sail, the wind at south. About eight o'clock on Friday morning we weighed, the wind at E. N. E. and made a small trip to the S. E. At half an hour past one in the afternoon we made the Steeples of Dunnage bearing W. by N. distant three leagues. At eight o'clock in the evening I lost off bore W. N. W. distant two leagues, the wind at E. a fresh gale: the yachts being a head and to windward bore up to us; and his royal highness called to captain Gunman and captain Saunders, and asked their opinion, whether this course, without tacking to the southward, would carry us to windward of the Newark and the sands without Yarmouth? *Captain Gunman and captain Saunders answered, we could not weather the sands, but must stand off:* upon which the pilot, whose name is captain Ayres, a person esteemed to be one of the best and ablest men to the northward, said we *could* weather the Newark and all other sands, and was much dissatisfied that any one should mistrust his judgment. His royal highness was pleased to answer, It would be a secure way to tack and stand off till *twelve o'clock*, which the pilot very unwillingly agreed to. At *half past nine* the pilot very urgently desired to tack again, and his royal highness was still of opinion to stand off longer. The pilot answered, he would engage his life, that if we tacked we should weather *all* the sands. Notwithstanding his arguments his highness commanded the pilot to stand off a glass longer: at ten we tacked and stood close hawled N. by E. All night we steered N. N. E. till two o'clock next morning; then we steered N. and at four N. N. W. the pilot confidently affirming, that this course would carry the ship out of all danger, and that we were past the Lemon and Oar: but, to our great misfortune, it proved otherwise, for at half past five we run a-shore upon the west point of the Lemon, having just before sounded, and had twenty fathom water.

captain

captain Ayres, who was the pilot, they tacked and haled to the northward at *ten* o'clock. In consequence of this course, at half past five next morning, the Gloucester struck on the *Lemen and Oar*, a sand so called. This being all the evidence *before us* relative to such part of this accident, as affects or relates to captain Gunnian, we appeal to the world for its judgment, whether any thing appears that ought to criminate *him*? The time of his death is uncertain. He left one daughter (*Catherine*) who married captain F. Wyvill: she died on the 16th of May 1713, and was buried in Deptford church.

HADDOCK, Sir Richard,—was the worthy descendant of an Essex family of some centuries standing. The Haddocks lived at Leigh in that county, and were probably at the head of the mariners in that little town, in the church of which are some very ancient monumental brass plates representing them in dresses, which evidently shew they were of some rank in their circumscribed society. The grandfather of sir Richard was also Richard; he was resident at Leigh; was a seaman; and received, in 1652, a reward of forty pounds from parliament for his public services, most probably performed in some merchant ship hired by government. William, his son, seems to have been the first who stepped out of the common pursuits of his family; he became captain of a trading vessel to Spain, and was afterwards appointed to the command of the *America* \* on the 14th day of March 1650. In the early part of his life he resided at Deptford; but having realized an independency, retired to his native spot, and purchased lands there. Sir Richard, his son, is said to have commanded the *Dragon* in the year 1660; but this must have been previous to the revolution, as the first *official* information we find of his holding a naval command, is in the year 1666, when he was appointed by the joint commanders-in-chief, prince Rupert and the duke of Albemarle, captain of the *Portland*. He soon after commanded one of the companies at the attack

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\* A ship of war fitted out by the parliament. His commission, signed by Popham, Blake and Deane, is still preserved among the family papers, and is nearly of the same tenor as that already given, p. 64. In testimony of his very conspicuous gallantry during the war with the Dutch, he was honoured, by Cromwell and his parliament, with a gold medal.

of the islands of Ulie and Schelling; and retiring for a time from the service at the conclusion of the first Dutch war, held no command till the commencement of the second, when he was made captain of the Royal James, the ship on board which the brave and unfortunate earl of Sandwich hoisted his flag as admiral of the blue squadron. The fate of this ship on the 28th of May following\*, as well as the event of the action, have been already given. Captain Haddock, though wounded in the foot, was almost the only officer who survived the destruction of the ship. Lediard asserts, that when the flames had so far prevailed as to render the loss of her inevitable, sir Richard went into the cabin † to the earl of Sandwich, whom he endeavoured, with the greatest earnestness, to persuade to quit her ‡; but finding he could neither benefit his country or save the life of his admiral, prudently quitted one element to commit himself to another somewhat less violent §. He was soon after taken up by a boat, and put on board one of the English ships of war without farther injury. On his return to England he was appointed to the Lyon; but no action took place between the two fleets. Early in the following spring he was chosen by prince Rupert, who held him in the highest esteem, to command the Royal Charles, the ship he had himself pitched upon, to hoist his flag on board of. This ship received so much damage in the action, which took place with the Dutch on the 29th of May 1673, that the prince was obliged to remove into the Sovereign; and as a proof of the high estimation in which he held captain Haddock, caused him to accompany him. His gal-

\* The day on which the battle of Solebay took place, see p. 40, &c.

† To this circumstance we can pay but little credit when we consider his recent wound.

‡ "His lordship, meaning the earl of Sandwich, and all the officers except captain Haddock, being lost with her." See *A true relation of the engagement published by authority*. The account, however, is not literally true, lieutenant, afterwards captain Mayo, being saved, and some few others, whose names are not known.

§ On his return king Charles the Second bestowed on him a very singular and whimsical mark of his royal favour, a fatten cap, which he took from his own head and placed on sir Richard's. It is still preserved in the family with the following account pinned to it. "*This fatten cap was given by king Charles the Second, in the year 1672, to sir Richard Haddock, after the English battle with the Dutch, when he had been captain of the Royal James, under the command of the earl of Sandwich, which ship was burnt, and sir Richard had been wounded, given him on his return to London.*"

lantry in the preceding action, and that which took place a few days afterwards, seconded by the esteem and friendship of the prince, under whom he served, procured him to be appointed, on the 9th of July following, commissioner of the navy: he continued to hold this station, through several commissions, to the time of the revolution. On the 3d of July 1675, the king being then on an excursion to Portsmouth, conferred on him the honour of knighthood: but he had no further promotion in the line of active service till the 1st of June 1682, when he was made commander of the Duke\*. In the following year he was appointed first commissioner of the victualling office, an employment he continued to hold till the year 1690. Such was his known integrity, that although he had continually distinguished himself as an avowed enemy to every system or scheme, militating in the smallest degree against protestantism, he was, nevertheless, always esteemed as a person high in favour with king James. No greater proof need be adduced in evidence of a man's honour than the favour of so great a personage, when known to differ from him so widely, both in his political as well as religious opinion. Soon after the accession of king James, sir Richard was chosen representative in parliament for Shoreham. As his employment was merely of a civil nature, if it was not in his power actively to promote the revolution, he certainly aided it, as far as wishes and the most hearty zeal for its success could extend. After the accession of king William, he was appointed † comptroller of the navy ‡, an office he held without intermission till the year 1714. After the battle off Beachy Head, and the consequent re-

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\* And commander-in-chief of the ships and vessels in the Medway and Narrow Seas.

† On the 9th of May 1689.

‡ Just before this time a considerable murmur broke out relative to the fleet having been very badly victualled. Sir Richard was of course, together with the other commissioners, examined before the house of commons: but, after the strictest scrutiny, no censure was passed on him; and his new appointment sufficiently proves how innocent he was in the opinion of his sovereign.

tiement of the earl of Torrington, he was appointed\* joint commander-in-chief of the fleet with admiral Killigrew and sir John Ashby. Haddock and Ashby were joined, on the 29th of August, by admiral Killigrew with the squadron under his command, which had newly arrived from the Streights, and had been confined at Plymouth, while the French fleet continued in the Channel. Their forces, when united, consisted of forty-three ships exclusive of the Dutch: and as soon as they were victualled, and had taken on board the earl of Marlborough and five thousand land forces, sailed for Ireland, having previously sent their first and second rates to Chatham. The admirals were then obliged to remove their flag into the Kent, a third rate. The fleet arrived off Cork on the 21st of September; and after some little contest with a small battery erected by the Irish at the entrance of the harbour, from which, however, they were soon driven, the earl of Marlborough and all his troops were landed in perfect safety on the 23d, through the assistance rendered by the fleet. The siege of Cork was terminated by its surrender on the 29th: and the season being too far advanced to fear any attempt from the enemy's fleet, or to trust, with prudence, any longer so many ships on so dangerous a station, the admirals were ordered to return, leaving behind them a small squadron, under the duke of Grafton, to assist in the future operations of the army. The fleet accordingly arrived in the Downs on the 8th of October; the service having been performed in as little time, considering the season of the year, as the voyage itself usually requires. On the return of the fleet into port, for the winter, the commissioners resigning their command, which they had executed both safely and honestly, if not gloriously, were succeeded by admiral Ruffel. Sir Richard, from this time, went no more to sea; but having passed many years in a very honourable retirement, died in the month of January 1714-15, in the 85th year of his age.

HAMMOND, William,—having served as lieutenant of the Foresight in 1662, the Expedition in 1663, and the

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\* On the 9th of August 1690, sir R. Haddock and sir John Ashby hoisted the union flag on board the Sovereign; admiral Killigrew was at that time on a separate command.



St. Andrew in 1664, was, on the 26th of March 1666, made commander of the Colchester. In the beginning of the month of July he was promoted, by prince Rupert and the duke of Albemarle, to be captain of the Bonaventure: he soon afterwards commanded, with considerable reputation to himself, one of the company's of seamen which attacked the islands of Ulie and Schelling.

HAMMOND, Thomas,—was made captain of the Drake in 1666.

HARRIS, Joseph,—commanded the Lizard and the Wild Boar, both fireships, in 1666. He does not appear to have had any further appointment till the year 1671, when he was made lieutenant of the Diamond, one of the squadron which attacked and defeated the Dutch Smyrna convoy. His conduct on this occasion procured him to be promoted, very soon afterwards, to the Ann and Judith fireship; from which he was very quickly removed into the Emsworth sloop. In 1673 he was appointed captain of the Nightingale; and being sent, by prince Rupert, in company with the Crown, to watch the motions of the Dutch fleet, on their return from the coast of Zealand, they fell in with three Dutch frigates to the eastward of the Galloper, about three o'clock in the morning of the 8th of June. The Dutch ships, the largest of which mounted forty-four guns\*, the two others thirty guns each, had the advantage of the weather gage. About five o'clock the action commenced, and continued with great spirit on both sides for three hours, when the Dutch finding the contest evidently to their disadvantage, thought proper to haul their wind and make for their own coast, which they were fortunate enough to reach, notwithstanding the English ships pursued them for seven hours with all the sail they could make. Captain Harris was, on his return, promoted to the Constant Warwick, a fourth rate, which he continued to command till the 22d of April 1675, when he was removed into the Quaker Ketch. He did not long continue to command this

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\* The Crown was a small fourth rate of forty-two guns, the Nightingale a small sixth rate of eighteen guns.

vessel\*. We have the following manuscript note relative to him: "*Condemned to death for suffering dishonour, but pardoned afterwards.*" The particular circumstances attending this guilt are not known: and we have only to lament that a man, who had on former occasions behaved with the greatest spirit and intrepidity, should, at last, be so forgetful of himself as to incur the forfeiture of life and reputation also, either by a breach of duty or a dishonourable act.

HARRIS, Leonard, — was appointed commander of the Dolphin fire-ship in 1666. From this ship he was, in 1668, removed into the Little Victory, which was also fitted as a fire-ship. He proceeded in the month of July 1669 to the Mediterranean, under the orders of sir Thomas Allen. When this commander was in the following year superceded by sir Edward Spragge, the Little Victory was one of the ships ordered to remain under the command of the latter. On the 14th of December, being on a cruise in company with his admiral, who had his flag on board the Revenge, they fell in with two Algerine corsairs off Cape Firmenteer †: owing to continued calms the Revenge, as being a heavy ship, was, for a long time, prevented from getting up with them. During this interval ‡ captain Harris, who had received a reinforcement of one hundred men, and a supply of ammunition, from the Revenge; having it also in his power, from the inferior size of his vessel, to make use of oars and place her to the best advantage, continually harrassed one of the corsairs §, and by that means so impeded her flight, that the Revenge at last came up with, and captured her. It is a sufficient praise to captain Harris, to state that he had no more than twelve small guns ¶ mounted in a vessel ill-

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\* For on the 24th of February following we find captain Charles Atkins appointed to command the Quaker Ketch; and it is somewhat singular, was dismissed the service for having acted in such a manner, as to have brought disgrace on it. — See his Life, Anno 1675.

† See the Life of Sir E. Spragge, p. 69.

‡ Three days.

§ The other having parted from her consort during the second day's chase, in order to effect her escape with more ease.

¶ Sir Edward Spragge afforded the amplest justice to his merit. In his Journal and Account of the Action he says, "On Sunday morning the Turk was got close under the shore of Barbary near Cape Tennis, the Victory keeping him still in sight and engaging him very bravely with her small guns."

calculated for that kind of offensive service, while his antagonist carried twenty-eight, and was expressly, and in all respects completely equipped for action. Captain Harris continued to command the little ship in which he had already gained so much honour. At the attack of the seven Algerine ships in Bugia Bay, in the month of May 1671, sir Edward Spragge was unfortunate enough, in the beginning of the attack, to lose, through mismanagement of the commander of one, and the gunner of the other, two of the fireships that were with him, and which were, from their small draught of water, best calculated for that service. His last resort was the *Little Victory*, which performed every thing his most sanguine expectations could have induced him to hope for. But even here, as if ill-fortune was still determined to pursue the prosecution of the attack, captain Harris was very dangerously wounded, while his ship was going through the passage cut in the boom, constructed by the Algerines for the better security of their fleet\*. On his recovery he was appointed to the *Castle* fireship; and returning to England in 1673, was promoted, by prince Rupert †, to the command of the *St. George*, a second rate. He was, in the course of the same year, removed, first into the *Guernsey*, and, on the 22d of November, into the *Success*. On the 12th of April 1678, he was appointed, by king Charles the Second, to command the *Massingbird* hired ship of war; and on the 30th of November following, was made commander of the *Rainbow*, then commissioned as a guard-ship. On the 22d of August 1679 he was removed into the *Mary* (a guard-ship also), and, in all probability, died soon afterwards.

HASELGRAVE, John,—is known only as having been appointed to command the *Bredah*, for a short time, as successor to captain Joseph Sanders, who was unfortunately killed on the 25th of July 1666, in the action be-

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\* Sir Edward Spragge with great prudence, and as if with a prescience of what was to happen, had provided against the effects of any unfortunate accident of this sort, by ordering on board the *Little Victory*, previous to the attack, Mr. Henry Williams, one of his mates, that he might be ready to assume the command in case of that misfortune which actually did take place.

† Probably on account of some signal service, rendered by him in one of the actions with the Dutch, in which the prince commanded.

tween the English fleet under the command of the joint admirals, prince Rupert and the duke of Albemarle, and the Dutch under De Ruyter.

HEWELL, John,—commanded the Blue Boar fire-ship in 1666.

HIDE, Jonathan,—was in the same year made commander of the Albemarle hired ship of war.

HILLSOME, George,—was made captain of the St. Paul fire-ship in 1666.

HOLDEN, William,— was, in 1666, appointed captain of the Cygnett, and soon afterwards was removed into the London hired ship of war. In 1667 he commanded the Chatham galliot; in 1668 he served as lieutenant of the Old James; in 1669 of the Centurion; and, on the commencement of the second Dutch war in 1672, was appointed first lieutenant of the Charles. He was in the course of the same year appointed second captain of the same ship \*, and in 1673 served on board the London in the same capacity. After the conclusion of the war captain Holden had no other command till the 22d of April 1675, when he was made captain of the Assurance; from which ship he was, five days † afterwards, removed into the Assistance. On the 12th of April 1678 he was appointed commander of the Unicorn; and on the 30th of November following of the Advice, a guardship at Portsmouth. On the 18th of April 1682 he was appointed captain of the Woolwich, which is the last information we have been able to acquire concerning him.

HOLLAND, Philip,—was appointed commander of the Loyal Merchant in 1666.

HOLLIS, Sir Fatcheville,— was the eldest son of Gervase Hollis, Esq; one of the matters of requests to king Charles the First. He is represented to have been a very learned and ingenious man. The earlier transactions of sir F. Hollis's life we are ignorant of, as the first notice we find taken of him, as an officer, is in the year 1666, when

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\* Or to speak, according to the present regulations of the service, as captain of the ship under sir John Harman, who had hoisted his flag on board her. When, in the following year, sir John Harman removed into the London, captain Holden accompanied him, a countenance and patronage, which from so brave and good a commander as sir John, sufficiently marks the merit of the patronized.

† His commission bearing date the 27th of April.

he was appointed by the joint commanders-in-chief, prince Rupert and the duke of Albemarle, commander of the *Antelope*. His very entrance into the service appeared to prognosticate both his future gallantry and his ill fortune. His promotion had taken place only a few days before the long and desperate action with the Dutch, in which, after having for the short time he was capable of service, exhibited the greatest proofs of personal intrepidity, he had the misfortune to lose his arm. Immediately after his recovery he was promoted, by the commanders-in-chief, to the *Henrietta* a third rate, and received the honour of knighthood. So earnest was he in the desire of distinguishing himself on all possible occasions, that although his recent accident might appear to have well warranted his retirement from the fatigue of service during the remainder of the summer, and for the more complete re-establishment of his health, he nevertheless repaired, with the earliest haste, to his new appointment; and contributed, as well by his example as by his exertions, to the victory gained over the Dutch on the 25th of July following. In 1667 he was appointed to command the *Cambridge*; but peace being concluded at Breda very soon afterwards, sir Fretcheville\* appears to have retired from service for a considerable time. At the commencement of the second Dutch war in 1672, he was again appointed to the *Cambridge*; and is stiled in the account of the action with the *Smyrna* fleet, rear-admiral of the Squadron commanded by sir Robert Holmes. To confer temporary ranks of this nature has long been in disuse; but no practice was more frequent during the reign of Charles the Second. Ill fortune still pursuing him, if the term may be allowed when applied to a man who nobly perishes in

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\* The family of Hollis were anciently seated in Warwickshire. The first person noticed by historians was John de Hollis, who lived during the reign of Edward the Third; from him was lineally descended sir William Hollis, knight, lord mayor of London in the thirty-second year of king Henry the Eighth. This sir William had, by his wife the lady Elizabeth Scopcham, two sons, sir Thomas, and sir William, usually called the good sir William. His son Gervase Hollis having married Frances, daughter and sole heiress of sir Philip Frecheville, of Stavely in the county of Derby, was the grandfather of the Gervase Hollis above-mentioned.

the service of his country, and continues to be remembered by it with the highest veneration and honour; he fell in the battle of Solebay lamented by all, as well on account of his manifold virtues, as his premature death\*. The modesty of his successor was no less conspicuous than his own had been; for in the register of his funeral preserved in the library of the heralds college, instead of enumerating those many noble qualities, which it were the highest act of injustice to deny, as inherent in him; it simply states the mode and time of his death, with a few other particulars relative to his noble descent, while it appears totally to have forgotten those honours acquired by his conduct; which all other persons and records have so justly allowed him.

**HOWES**, or **HOW**, William,—was, in 1666, appointed commander of the Virgin fire-ship, but appears to have received this trust fatally for himself, and disgracefully to his country, serving as a foil to those brave contemporaries whose intrepidity appeared so conspicuous in the hour of danger and disgrace, when the Dutch fleet entered the river Thames in the year 1667. The fire-ship he commanded was one of those attached to sir Joseph Jordan's squadron; and his misconduct at that time having been sufficiently proved, he was, in consequence of the sentence of a court-martial held upon him† on the 4th of November in the same year, shot, on the 18th of that month, on board the Victory prize, then laying off Deptford.

**HUMBLE**, William,—was appointed captain of the Saint Jacob fire-ship, and was almost immediately afterwards removed into the Prosperous fire-ship: he was re-appointed to the same ship in the following year. We have no farther account of him till the commencement of the second Dutch war in 1672, when he was appointed to another fire-ship, called the Ann and Christopher. He does not appear to have ever had any other command.

**HUTTON**, John,—is known only as having commanded the Vine ketch in 1666.

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\* He married Jane, fourth daughter of Richard Lewis, second son of John Lewis, of Mar in the county of York, Esq.

† On board one of the yachts off St. Catherine's.

**JAMES, Richard**,—served as an officer in the navy at the time of the restoration; soon after which he was appointed lieutenant of the *Plymouth*. In 1664 he was made lieutenant, first of the *Happy Return*, and secondly of the *Centurion*. In 1666 he served in the same station on board the *Dover*; and was, immediately after the long action between the duke of Albemarle and the Dutch, promoted to the command of the *Providence* hired ship of war. We find nothing farther relative to him till the year 1672, when, on the commencement of the second Dutch war, he was appointed captain of the *Unicorn*. He was removed in the following year into the *Forefight*. And, lastly, on the 4th of April 1677, was appointed, by king Charles, commander of the *Portland*.

**JENNIFER, James**,—was appointed lieutenant of the *Dover* in 1664, and was promoted to the command of the *Seven Oakes* in 1666. In 1671 he was made captain of the *Sandadoes*\*; and on the 2d of December 1674, was re-appointed to the same vessel. He continued to command her several years; for on the 28th of April 1677, we find him as captain of the *Sandadoes*, capturing a small privateer fitted out from Ostend, called the *St. Mary*. We have not been able to learn any thing farther concerning him.

**JOHNSON, John**,—having been appointed, in 1665, lieutenant of the *Black Eagle*, was, in the following year, made commander of the *Charles* fireship. He was not commissioned to any other ship till the year 1672, when he was appointed to the *Orange-Tree* (also a fireship) by prince Rupert. The time of his death, &c. is unknown.

**LAMMING, Thomas**,—has, through a very singular and gallant exploit, acquired a fame in the page of history which, if such an affection of the mind was not incompatible with the character of a brave man, might be envied almost by all, inasmuch as it could, in the ordinary course of events, be equalled only by a few. The first

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\* This vessel is supposed to have been commissioned as a substitute for a yacht, and specially destined to the queen's use. The idea appears in some measure confirmed, by a note relative to captain Jennifer's appointment, in which it is said to have been made by the queen herself.

intelligence we meet with relative to him is, that, in the year 1664, he was appointed *lieutenant* of the *Happy Return*; from which ship he was transferred in the same station to the *Henry*, in the year 1666. He is called, in sir John Harman's account of the action, the boatswain of the *Henry*; and on this authority Kennet, Lediard, Campbell, and all other historians, have uniformly continued in the same error. How it first originated can only be accounted for by supposing, which is really the case, that ranks and offices were not at that time so permanently fixed, or so well defined and determined, as they are at present. The transaction has already been briefly related in the *Life of sir John Harman*\*; and it is one of those evils to which all biographical accounts of persons, connected together in the same line of service, must be liable; that we must either repeat the same transaction, not unfrequently three or four times over, or do a manifest injustice to the memory of the person who was, perhaps, the principal character in it. Mr. Lamming was, as it has been already observed, lieutenant of the *Henry* at the time of the long and unfortunate action between the duke of Albemarle and the Dutch in the year 1666. On board this ship sir John Harman had hoisted his flag as rear-admiral of the blue. Leading the van of the English fleet he was surrounded and attacked, soon after the action commenced, by nine ships of the Zeeland squadron. After he had, with the most conspicuous bravery, defended himself for a very considerable time against the united efforts of such an host of foes, and killed their vice-admiral Everts, the Dutch thought it most prudent to change their mode of attack, and attempt, by their fireships, the destruction of that enemy whom they could not conquer. From the mischievous effects of the first of these, the *Henry* was preserved by the intrepidity and wonderful personal exertions of Mr. Lamming, who, to use the words of sir John's own account, "swang himself into the fireship, and by the light of the fire found where the grappling irons were fixed in the fireship, and having cast them loose swang on board his own ship again." The event, and other particulars relative to this desperate en-

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\* See page 99.



counter, need no repetition. The gallantry of Mr. Lamming did not pass unnoticed or unrewarded. He was immediately after the action appointed captain of the *Ruby*. We have only to lament that either death, or his retirement from the service, have prevented us from recording any thing farther relative to him, for, except in the instance of his promotion, his name does not again occur.

LANGSTON, Anthony,—having, in 1665, served as first lieutenant of the *Vanguard*, was, in the following year, appointed captain of the same ship. In 1667 he successively commanded the *Royal Exchange* and the *Princes*. In 1670 he was made captain of the *Newcastle* and sent to the Mediterranean. In the month of September following he was sent, by sir Edward Spragge\*, to negotiate a peace with the regency of Algiers. This was soon afterwards concluded, and on such advantageous terms as afford no inconsiderable proof of the abilities of those who were charged with this commission. Captain Langston returned to Europe in 1671-2; and the *Newcastle* being soon afterwards put out of commission, he had no other appointment till the 26th of March 1678, when, being made commander of the *Bristol*, he was again sent to the Mediterranean. He met with considerable success during this expedition, having, in the month of January following, driven on shore, and destroyed three of the principal corsairs belonging to Sallee. On the fourteenth of the same month he was promoted by sir John Narborough, at that time commander-in-chief in the Mediterranean, to be captain of the *Royal Oak*. He did not however long enjoy his new honour, for he died at Alicant on the 30th of March 1679.

LICORRIS, John,—was appointed commander of the *Unicorn* fireship in 1666; after which his name does not occur.

LUDMAN, Bernard,—appointed lieutenant of the *Royal Charles* in 1665, was promoted to command the *Swallow* in 1666. When the rupture with France was expected in 1668, he was again made lieutenant of the

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\* Captain Helling of the *Mary* was joint-commissioner with him.

Charles: that alarm passing away, he retired from service, till, at the commencement of the second Dutch war in 1672, he was appointed captain of the *Monk*. He was present in this ship at the battle of Solebay, being severely wounded in that action. Probably as a recompense for this misfortune, if an accident of that nature in the line of his duty could deserve that name, or as a reward for the service he rendered at that time, he was, in 1673, appointed, by prince Rupert, to command the *Victory*. Peace being concluded with the Dutch, and his name not occurring again in the service, it is most probable he died soon afterwards.

**MAIDEN, William**,—successively commanded the *Blessing* and *Mary* in the year 1666, and in the following year the *Camel*, all three being fireships.

**MARSHALL, Thomas**,—was made lieutenant, first of the *Satisfaction*, and afterwards of the *Clove-Tree*, in 1665. In the following year he was appointed commander of the *Deptford* ketch. We find nothing farther relative to him till the year 1673, when he was made captain of the *Hind Dogger*: nor from this time, till the 4th of November 1679, at which time he was appointed, by the commissioners for executing the office of lord high admiral, lieutenant of the *Woolwich*. From the time of his quitting this ship, till after the revolution, he appears to have retired from the service: at length, on the 3d of April 1689, he was made captain of the *Thomas* and *Elizabeth* fireship, but did not long survive this appointment, dying on the 29th of August 1690.

**MILLER, Roger**,—was appointed captain of the *Plymouth* in 1666, and ere he had well entered into the service, or had yet taught his country what expectations to form of his rising abilities and genius, was prematurely slain in the long engagement between the duke of Albemarle and De Ruyter, in the month of June following.

**MILLET, Henry**,—was, immediately after the restoration, appointed lieutenant of the *Leopard*; in 1662 of the *Centurion*; and in 1664 of the *Matthias*. In 1666 he was appointed to command the same ship, by prince Rupert and the duke of Albemarle. In the following year he was removed into the *Society*; and, as the last appoint-

appointment we have met with, was, in 1669, made lieutenant of the Hampshire.

MINGEN, John,—was appointed commander of the Sarah fireship in 1666; and again to the same ship when the fleet was re-equipped in the following spring.

MINTERNE, William,—was, in 1666, made captain of the John and Sarah fireship, and in the course of the same year of the Land of Promise.

MORLEY, Thomas,—commanded the William and Nicholas in 1666.

MUNDEN, Sir Richard,—was in the service many years ere he had an opportunity of acquiring that celebrity, through which he has transmitted his name to posterity with so much honour to himself. He was appointed commander of the Swallow ketch in 1666, and in the following year of the Portsmouth sloop. We hear nothing further of him till the commencement of the second Dutch war in 1672, when he was made captain of the Princess. In the following year he removed into the Assistance, and sailed as commodore of a small squadron consisting of four ships of war and a fireship, sent as convoy to the East India fleet. On his arrival at St. Helena he found that island, contrary to all expectations, in the possession of the Dutch. Being in want of water, and prompted also by his natural wish of promoting the interest of his country, he instantly attacked it, and with so much spirit and success as to achieve its conquest with very little loss on his part. The re-capture of the island was critical, and proved afterwards more detrimental to the Dutch than had been at first foreseen, or hoped for. Almost immediately after the island had reverted to the dominion of the English, three Dutch East India ships\*, richly laden, knowing nothing of the recent event, came into the bay and were made prizes of. The commodore returning home with his squadron, and prizes, together with five East India ships under his convoy, arrived safe

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\* The Elephant, the Europe, the Arms of Friesland. There were three other ships in company; but through the too great impetuosity of the English, these discovered their mistake early enough to effect their escape for that time; but one of them was afterwards captured on her passage home.

at Portsmouth on the 20th of August. His conduct was thought so highly deserving of praise and reward, that, on the 8th of December following he was knighted by king Charles; and it appears a matter of much doubt, whether sir Richard derived most credit from the honour itself, or the form in which it was, by the king's command, notified to the public\*. On his quitting the Assistance he had no farther appointment till the 4th of April 1677, when he was made commander of the St. David, and was sent to the Streights in the month of December following, as convoy to a large fleet of merchant ships. He continued to be employed in this kind of service many years, for on the 12th of May 1680, we find he arrived at Plymouth in the St. David, from the Streights, having a large fleet of merchant ships from thence under his convoy. He did not long survive his arrival. Dying on the 2d of June ensuing, he was buried at St. Leonard's Bromley, in the county of Middlesex, where a monument was erected to his memory with the following inscription; plain and simple, more descriptive of his life and character than the more laboured elegance of language probably would have been.—“ Here underneath lyeth, in hope of a blessed resurrection, the body of sir Richard Munden, knight, one of his majesty's captains at sea, who having been (what upon public duty, and what upon merchant's accounts) successfully engaged in fourteen sea fights, after several considerable exploits and signal services performed to his king and country (whereof the taking of St. Helena is not to be forgotten) died in the prime of his youth and strength, in the 40th year of his age, June the 2d, 1680.” —He married Mrs. Susan Gore, by whom he left one son, Richard, born after his father's death. We find his relict sometime after his death, made application to the herald's college to have arms granted her, which request was, as it is stated, complied with, in consequence of her husband's meritorious services. The crest was appropriate to the rank and merits of the petitioner—“ a panther's head issuing out of a naval crown.”

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\* “ Whitehall, Dec. 8. His majesty has been pleased to confer the honour of knighthood on captain Richard Munden, in consideration of the eminent service performed by him in the retaking St. Helena, and taking at the same time three rich Dutch East India prizes.”

NARBOROUGH, Sir John,—was descended from a family long settled in the county of Norfolk. Having early in life betaken himself to the sea, he acquired, by his unwearied diligence added to extensive abilities, a celebrity both as a gallant officer and most judicious navigator, which can be equalled only by a few and exceeded by none; he received his first commission as an officer in the navy in the beginning of the year 1664, appointing him lieutenant of the *Portland*, from which ship he was soon afterwards removed into the *Royal Oak*. In the year 1665 he served as lieutenant successively on board the *Triumph*, the *Royal James*, the *Old James*, and the *Fairfax*. In 1666 he was made lieutenant of the *Victory*, sir E. Spragge's flag ship; and, as well in testimony of his former very meritorious services, as in reward of his spirit and gallantry exhibited during the long and desperate action in June 1666, between the Dutch and English fleets under prince Rupert and the duke of Albemarle, was promoted by them to the command of the *Assurance*, a fourth rate\*. In the following year he was removed into the *Bonadventure*, and in 1669 was chosen to command a voyage of discovery to the South Seas, which had been long projected, but through the intervention of war, and other causes, till now, not carried into execution. The ships destined for this service were, the *Sweepstakes* of thirty-six guns and eighty men, commanded by captain Narborough, and the *Batchelor pink* of four guns and twenty men, by captain Fleming. The object of the voyage was to pass through the Straights of Magellan, and make discoveries in the South seas, which at that time were very imperfectly known to European navigators, and to endeavour, if possible, to establish some commercial intercourse with the natives and inhabitants of that part of the world. Having received their final instructions, the two adventurers sailed on the 26th of September, but did not meet with any thing worth relating, or out of the common line of occurrences in voyages of this nature, till the 22d of October 1670, when they reached Cape St. Mary, at the entrance of the Straights of Magellan.

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\* The leading ship on the starboard tack of the admiral of the white's division.

Here a friendly intercourse commenced between the natives and the English, who, pursuing their voyage, reached Baldivia without any sinister accident on the fifteenth of December following. The Spaniards in that part of the world ever jealous of the visits of strangers, and with that fear which is ever attached to valuable and ill-defended possessions, secretly beheld captain Narborough with an eye of distrust and malevolence. Notwithstanding he offered to supply them with a number of articles of which they stood in the greatest need, the governors rejected, with much ill-humour, every offer of friendship and social intercourse, farther than the supply of provisions of which captain Narborough, from the length of the voyage, began to be in some want. Thus far indeed humanity appears to have overcome natural inclination: but soon after, when captain Narborough and his people were flattering themselves that the rust of new acquaintance was fast wearing off, and that an intercourse might probably be soon established on a cordial footing, the governor of one of the Spanish forts took an opportunity of seizing lieutenant Armiger, Mr. Fortescue, and two of the English seamen. This extraordinary step was taken, in consequence, as it was pretended, of positive orders from the governor-general of Chili; and their release was peremptorily refused till the *Speedwell* and her consort \* should submit to anchor under the guns of the forts. Captain Narborough had too much prudence to comply with this extraordinary stipulation; and not having sufficient force to compel the restitution of his officers and people, was of necessity constrained to leave them in the possession of the Spaniards, and repassing the Straights, arrived in England in the month of June 1671. The ship being refitted immediately on her return into port, captain Narborough was re-appointed to her; but on the commencement of the second Dutch war in 1672, was taken by the duke of York, who was highly sensible of his abilities and experience, to serve on board the *Prince* † as lieutenant, or, to speak more properly, as second captain.

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\* In a French account of this voyage the *Speedwell* is said to have parted company with her consort, on the coast of Patagonia, and that they never joined company afterwards.

† Which carried the standard.

It has been already related that sir John Cox, the first captain, was killed on board this ship at the battle of Solebay\*. The command then devolving on captain Narborough, he gave a very signal proof of his abilities and zeal for the service of his country, by refitting and rendering the ship again fit for action in a very few hours after she had been so much disabled, that the duke of York was obliged to quit her and go on board the Saint Michael. His conduct on this occasion was deemed so meritorious that it was made the subject of particular commendation † in the account of the action published by the authority of government. In token of the duke's esteem for him, he immediately appointed him to succeed sir John Cox as first captain of the Prince. His royal highness retiring from his command soon afterwards, captain Narborough was, in the autumn, removed into the Fairfax of sixty guns, and sent to the Streights with a convoy ‡, having under his orders the Scanderone frigate. He returned in the following spring, and arrived in the Downs, with a very numerous fleet of merchant-ships under his protection, on the 31st of May 1673. He was appointed, immediately on his return, to command the St. Michael: but the earl of Ossory having soon afterwards hoisted his flag on board her, as vice-admiral of the red, captain Narborough was removed, by commission from prince Rupert, into the Henrietta: and having in the intermediate time received the honour of knighthood, hoisted his flag on board her, as rear-admiral of the red, on the 17th of September following. We meet with nothing more interesting while he continued in this ship, than his having, in the month of March 1673, taken two small Dutch privateers of eight guns each. On the 18th of October 1674, he was appointed commander-in-chief of a squadron § sent to the Mediter-

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\* See page 158.

† About seven he (the duke of York) returned to his own ship, as well refitted as possible by the care of captain Narborough. *Rel. of Eng.*

‡ His instructions for this service, dated 26th of October 1672, are published in the duke of York's Memoirs.

§ In this commission the term *admiral* appears to have been purposely omitted; he is only styled commander-in-chief, or commodore, though with more enlarged privileges than are now granted to officers bearing that command.

ranean for the purpose of overawing the Tripolines and other piratical states, who began afresh, about this time, to commit depredations, and disturb our commerce. He had, as was customary at this time, the privilege allowed him of wearing the union flag at his main-top-mast head, still continuing on board the *Henrietta*. In the month of April 1675 his complaints to the Tripoline government commenced: these not being redressed, he proceeded, according to his instructions, to block up the port. On the 10th of July following he had the good fortune to drive on shore and burn one of their capital ships which had been their rear-admiral, and carried thirty guns. In the course of a few days he destroyed two or three other vessels of inferior note. On the 31st of August the attack of a Saitee which was working into Tripoli, brought on an action equal, in point of spirit, to one which, from its consequence, might have infinitely more attracted the notice of the world. The frigates stationed immediately off the port not being able to get up with her, sir John manned the boats of the squadron and got under way with his larger ships in support of them. The boats succeeded in driving the Saitee on shore, and came to an anchor near her in order to prevent the enemy from getting her off next morning. The Tripolines, in order to counteract their attack, manned three gallies and a brigantine which were at that time in the harbour. On the approach of these vessels the boats were obliged to retire on board the frigates. In the morning the gallies and brigantine were discovered towing the Saitee towards Tripoli. Sir John Narborough immediately weighed anchor, and standing in shore with the rest of the ships under his command, succeeded in cutting off the gallies from the port. One of them being forced on shore near Tajura was set on fire by the Turks themselves; the two others flying to the eastward were driven on shore by the Newcastle. The boats having been twice repelled by the Moorish soldiers who put off from the shore to defend them, sir John Narborough went in person, in his barge, to encourage his people on the third attack, which was successful. The Dey intimidated by an attack so undaunted, and which presaged but little security to any of his vessels in a similar situation, began now to make serious overtures for peace. On the  
14th



14th of January following a still more formidable and decisive attack was made on the Tripoline shipping by the boats of the Squadron, under the command of lieutenant, afterwards sir Cloudesly Shovel\*. This exploit, seconded still farther by the destruction † and capture of some other vessels and stores, made the Tripolines still more earnest in their application for peace. They persisted as yet, however, in refusing to make such satisfaction as sir John deemed necessary for the injury that actually had been committed by their corsairs; and sir John was equally peremptory in resisting all overtures of peace to which this indemnification was not a preliminary and indispensable article. In the month of February following, sir John, who had removed his flag into the Hampshire, being on a cruise to the eastward of Tripoli, with only one frigate in company, fell in with four of the principal ships of war which, after the loss the Tripolines had sustained, were now left them. An action immediately commenced; and after some hour's continuance, with the greatest spirit on both sides, the corsairs having had near six hundred of their people killed and wounded, fled with all the sail they could carry for Tripoli, which they were fortunate enough to reach. These accumulated and repeated defeats and losses at length disposed the Dey to listen to sir John's equitable demands; so that a treaty of peace was concluded between them on the 5th of March, by which the Tripoline government agreed to release all the English captives in their possession, to pay fourscore thousand dollars as a reparation for the violence they had committed, and to grant to the English many other honourable and valuable privileges, which no other nation had ever before possessed or claimed. This disagreeable contest being thus successfully terminated, sir John was preparing to return to Europe, when an accident happened which compelled his longer continuance on the station. The people irritated at the conduct of the Dey, who was charged as having been the cause of the late war, and what

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\* For the particulars of which see his Life.

† In particular by cannonading their forts, and burning a large magazine of timber, prepared for ship building, some few leagues distant from Tripoli.—Gazette, No. 1080.

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they called an ignominious peace, they compelled him to owe his life to a very expeditious flight: and sir John well knowing the treacherous disposition of his new made friends, thought it prudent to get the treaty ratified by the new Dey and the rest of the officers composing their government. This step was effected without difficulty, through the terror of an impending cannonade, and with an additional article\* highly flattering to the consequence of the English, and which appeared to promise a longer continuance of peace than they had for some time past experienced. This expedition having been thus brought at last to an happy issue, sir John returned to Europe in 1677†. The Algerines not warned by the recent punishment of their neighbours, began to renew their old practice of disturbing our commerce‡. Sir John Narborough's success and spirited conduct on the former occasion of the same nature, caused him to be chosen as the fittest person to enforce the dictates of justice on the present. He hoisted his flag on board the Plymouth on the 7th of May, but did not receive his commission§, which granted him exactly the same powers and privileges as his former did, till the 30th of June. He sailed immediately afterwards, and had scarcely reached his station ere he captured two Algerine ships of war and liberated two English vessels which had been just before made prize of by them. This earnest of success, though it was not of sufficient consequence to incline the Turks to an immediate accommodation, nevertheless infused, if possible, additional spirits into the English: and sir John pursuing his good fortune, in the month of March ¶ sunk three and

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\* By which the government bound itself, to put any person to death who should break the articles of peace.

† In the month of February 1677 he buried his first wife, who was the daughter of Josias Calmady, of Longdon, Esq.

‡ In particular by capturing a ship, called the Society, bound for Marseilles and Naples, belonging to John Gould, Esq; a merchant of London.

§ As commander-in chief in the Streights.

¶ On the 15th of February 1677-8 a new commission was sent him, in which he is, for the first time, particularly called, "admiral of his majesty's fleet in the Streights."

captured

captured another of their principal ships of war. Through these repeated losses the Algerine power at sea was diminished to three or four cruisers; the remainder were laid up for a time that they might not incur the risk of falling into the hands of a justly irritated enemy. In the month of August sir John, after having convoyed with his whole squadron a very valuable fleet of merchant ships out of all danger from the enemy's cruisers, returned again to his station off Algiers; and, in a few days afterwards, burnt, in the road of Cercelli, twelve Algerine vessels loaded with corn, and captured two of their remaining ships of war. Following this blow he bore away for Algiers, which he cannonaded with good effect, but without being yet able to reduce the pirates to reason. In the month of November 1678, he fell in with a squadron of five Algerine frigates, which the Dey, enraged at his ill-success, had fitted out for the purpose of obtaining, by the prizes which they should take, some satisfaction for the losses his people had sustained. This hope was, however, of short duration; the whole squadron, consisting of the Greyhound of forty-two guns, the Golden Tyger, and Five Stars, of thirty-six guns each, the New Fountain of thirty-four, and the Flying Horse of thirty-two guns, being, after a short but smart action, carried into Cadiz. In the month of May 1679 sir John prepared to return to England with fifteen of his ships that were in the worst condition for service, and arrived safe at Portsmouth on the 10th of June following, leaving in the Mediterranean vice-admiral Herbert, afterwards earl of Torrington, to complete a business so successfully and spiritedly begun. From this time sir J. Narborough appears in great measure to have retired from the line of active service for many years. On the 29th of April 1680 he was made commissioner of the navy, and was continued in the same office, on the accession of king James, and the new arrangement of the navy board which took place just after it. This is the less to be wondered at, as that monarch is known to have mixed the greatest esteem with the most cordial personal attachment to him. Nevertheless, the conduct of sir John Narborough was such, through the difficult times which soon succeeded, as neither to bring disgrace on himself or render dis-service to his princely patron.

patron. The last intelligence we have been able to collect relative to his naval life is, that on the 12th of July 1687, he hoisted his flag on board the Foresight as admiral of a small squadron. He sailed to the westward early in the month of September following, having four ships besides the Foresight under his command. The particular service to which this squadron was destined does not appear, but it is most probable it was only intended as a check to any petty embarkations that might take place from Holland or any other part of the continent similar to Monmouth's. Of the time of its return, as well as every other particular relative to it, we are totally ignorant. Sir John Narborough appears to have married a daughter of Josias Calmady, Esq; in the month of May 1676. This lady is supposed to have died, in the month of February 1677, in childbed. After her decease he married the daughter of captain Hill, who long survived him, and afterwards became the wife of sir Cloudesly Shovel. Sir John Narborough died towards the end of the year 1688, and was buried at Knowlton church, in the county of Kent, where a handsome monument is erected to his memory. His son, who was then an infant, was, on the 15th of November 1688, created a baronet by king James the Second, in gratitude to the memory and services, and in token of his sincere attachment to his deceased father; he was unfortunately drowned, together with his brother, and their father-in-law, sir Cloudesly Shovel, on the 22d of October 1707. The estates passed into the family of the D'Acthis by the marriage between sir Thomas D'Aeth, bart. and the daughter and sole heiress of sir John Narborough.

**NORTH, John**,—after having in the year 1665 served as lieutenant, first of the Prudent Mary hired ship of war, and afterwards of the Foresight, was in the following year, appointed commander of the Royal Charles, a ship of war hired also from the merchants.

**PARTRIDGE, Richard**,—was appointed captain of the Turkey Merchant in 1666, and on the commencement of the second Dutch war in 1672, was again re-appointed to command the same ship.

**PATTISON, Henry**,—commanded the Daniel fire-ship in 1666, and, like his predecessor, was, on the commencement

commencement of the second Dutch war, appointed to the *Bantham*, and afterwards to the *Prudent Mary*, both fire-ships, as well as the former.

PEARCE, John,—was, in 1665, appointed lieutenant of the *Henry* in 1665, and of the *Prince* in the following year. He was very soon afterwards (in the course of the same year) made captain of the *Elias*. In 1668 he again served as a lieutenant on board the *Triumph*; from which ship he was, in 1669, removed into the *Dragon*. In this ship he sailed for the Mediterranean, where he continued till the year 1671: and at the attack made on the Algerine shipping in Bugia Bay, by sir Edward Spragge, on the 8th of May 1671, signalised himself most remarkably and meritoriously, inasmuch that he has obtained the honour of being specially noticed, by historians, in terms of the highest commendation. He was dangerously wounded while effecting this service; which misfortune, added to his gallantry, procured him, in the following year, the command of the *Newcastle*; a promotion rendered more highly honourable to him by the personage who conferred it (prince Rupert); and who, bearing avowedly and publicly a dislike to sir Edward Spragge, could not be supposed to have voluntarily promoted any officer who derived his claim under his auspices, but from a thorough and complete conviction of his intrinsic worth and merit. After this period historians, and information also are unfortunately silent relative to him.

PENROSE, Matthias,—was descended of an ancient Cornish family, and commanded the *Monck* in the year 1666.

PIBUS, John,—was appointed to command the *Spy* shallop in 1666; and on the commencement of the second Dutch war in 1672, the *Fanfan* yacht.

POWELL, Edward,—is known only as having commanded a ship called the *Loyal Katherine* in 1666.

PYEND, Stephen,—served as lieutenant of the *Saint George* in 1664, and of the *Guernsey* in the following year. In 1666 he was appointed, by the joint commanders-in-chief, prince Rupert and the duke of Albemarle, commander of the *Amity*. From the time he quitted the command of this ship, till the year 1672, he had

had no appointment. He was at that time made captain of the Ruby, and in a very few weeks afterwards was promoted to the Sovereign; after which his name does not occur.

RAND, Thomas,—in 1666, commanded the Slothony, a ship of war taken from the Dutch.

RATFORD, Richard,—was at the same time made captain of the Spy sloop.

SCOT, Theophilus,—commanded the Golden Sun in 1666, and the Thomas and George in 1672.

SCOTT, Thomas,—served as lieutenant of the Resolution in 1665, and in the following year was made captain of the French Victory. In the month of August, having the Orange frigate in company, they had a very smart encounter with two large Dutch privateers, of which we have the following handsome account. “Plymouth, Aug. 10. Yesterday the Victory and Orange frigates came in here somewhat damaged in their masts and rigging, having met with two Flushing capers (privateers) one of forty-four guns, the other of thirty-six, double-manned, with whom they had a sharp dispute for five or six hours, in which the Orange, having lost her fore-top-mast, was attempted to have been boarded by the larger; but the Victory interposing, gave him so full a broadside, that bringing down his main-mast by the board, he had certainly given a good account of her, had not the night ended the dispute.”—We have met with nothing farther relative to him.

SHASTO, or SHAFTO, ———, —commanded the John and Thomas in the year 1666.

SMITH, Anthony,—was appointed commander of the Cygnet in 1666. From the time he quitted this ship, which he did at the conclusion of the first Dutch war, he had no appointment till the year 1673, when he was made captain of the Navy yacht, and was re-commissioned to the same vessel in the year 1680. He was in the following year promoted to the Woolwich; and on the 11th of June 1682 to the Duke, a second rate, just then built. In 1684 he was removed into the Rupert, which appears to have been his last command.

SMITH,

SMITH, Richard,—served as lieutenant of the Coast frigate in 1664; and in 1666 was promoted to command the Zealand. In the course of the same year he was rapidly removed, first into the London, and afterwards into the Coronation. He commanded this ship in the second engagement between the English and Dutch fleets in this year, when the latter were totally defeated. No notice ever being taken of him after this time, it is somewhat probable he either died very soon after or quitted the service, as immediately after the action we find him superseded in the command of the Coronation by captain, afterwards admiral Davies.

SOUTHWOOD, Henry,—was, in the year 1666, made commander of the Good Hope, a ship of war so named after that, which had, in the commencement of the war, been captured by the Dutch.

STEPHENS, Daniel,—commanded the Robert, and afterwards the Paul, both fireships, in the year 1666. In the prospect of a war with France in 1668, he was again called into service as captain of the Young Lion fireship; and still continuing in the same line, was, on the commencement of the second Dutch war, appointed commander of the Lion fireship.

STOLLARD, Thomas,—commanded a ship of war, called the Milkmaid, in 1666.

STRAUGHAN, George,—was, at the same time, made captain of the Fortune galliot.

SYMONDS, Benjamin,—was appointed lieutenant of the Kent in 1666; and towards the conclusion of the same year was promoted to the command of the Expedition. In 1668 he was made captain of the Swallow ketch.

TANNER, John,—commanded the Cat fireship in 1666.

TAPLEY, or TORPLEY, John,—was, in 1666, appointed to the command of the Adventure, and in the month of December following distinguished himself so remarkably in two separate engagements, one with the French, and the other, twelve days afterwards, with a Dutch squadron; that we cannot resist the opportunity of recording, at full length, so much bravery, though the detail may, to some, appear longer, not than the merit of the  
action

action demands, but than the limits of the present work justify. Captain Torpley, in the Adventure of thirty-eight guns and one hundred and fifty-eight men, sailed from Plymouth on the 17th of December, in company with five other ships of war, as convoy to a fleet of merchant vessels bound to the southward. On the 19th of the same month the Adventure was separated from the rest of the fleet in a gale of wind off the Land's End. The next morning at day break, four ships of war were discovered about a mile to the leeward of the Adventure, which being immediately concluded to be her consorts, she, without hesitation, hoisted her colours and bore down to them: on her nearer approach, the strange ships already thinking the Adventure a certain prize, hoisted French colours. The wind at that time blew very fresh N. E. by E. and the Adventure hawled as close to it as she could lay. The enemy, notwithstanding, coming up with her very fast, captain Torpley resolutely wore round to meet them: in effecting this the Adventure had the misfortune to spring her foremast, which must, considering the great superiority of the enemy, have been a matter of much discouragement to a commander and his people less determined than themselves. The enemy began to fire; and the captain is particularly said to have infused so much spirit into his people, as well by his personal example as by his exhortation, that, notwithstanding the disaster which had befallen them before the action commenced, they behaved, through the whole of this perilous and unequal contest, like men determined to deserve victory, though they might not obtain it. The Adventure resolutely forced her way through the enemy's squadron till she got up along-side of the vice-admiral, as he is called in the account of the action, who commanded the van ship of the enemy. He attempted to board the Adventure, but in vain, for the guns being remarkably well served, her fire was so hot that he was obliged to desist. In a very short time the French ship lost her mizen-mast and main-top-sail-yard; and the next ship a-stern, who, at the same time, engaged the Adventure, lost her main-top-sail-yard also; besides which, the masts and rigging of both were very materially injured. The other two ships came up to their assistance, and the contest was renewed,



renewed, if possible, with greater vigour. At length, after it had continued for five hours without the smallest intermission, a fortunate shot, from the Adventure, blew up the steerage of the French vice-admiral. His consorts were so much dismayed at the event, that, quitting all hope of capturing the ship, which a few hours before they had thought a certain prize, they now fought, first to assist such of their friends as should have escaped the blast, and afterwards to save themselves from experiencing some farther disaster, by a speedy and expeditious flight. In this action the Adventure received, in her hull and sails, above five hundred shot; but what appears next to miraculous, had not a single man either killed or wounded. After so great an escape, effected by dint of valour and good conduct, it was not captain Torpley's good fortune to return into port unmolested. On the 31st of the same month he fell in with three ships of war belonging to Flushing: the Adventure met them stem to stem, and neither party shewed their colours till they were within a ship's length. The Adventure first hoisted her's and fired a shot at the Dutch, who immediately returned the salute and hoisted theirs. The action having commenced, one of the Dutch ships attempted to lay the Adventure a-board, she received her so warmly, that, after having had her ensign staff shot away, she went off by the lee in the greatest confusion. Her two consorts maintained the fight with the greatest resolution for five hours; when one of them being weary of so desperate and fruitless a contest, shot a-head and left the other to maintain the fight alone and unsupported. Captain Torpley, encouraged by the success with which he had hitherto defended himself, resolved, in his turn, to board his antagonist, who being aware of his intention, after firing two or three broadsides, edged away after his companions. Towards evening they fell in with a small Dutch merchant vessel, of which they made prize. Two of the Dutch ships of war\*, with whom the Adventure had been engaged, now came up apparently with an intention of rescuing their countrymen; but after some consideration, deeming it, perhaps, imprudent to

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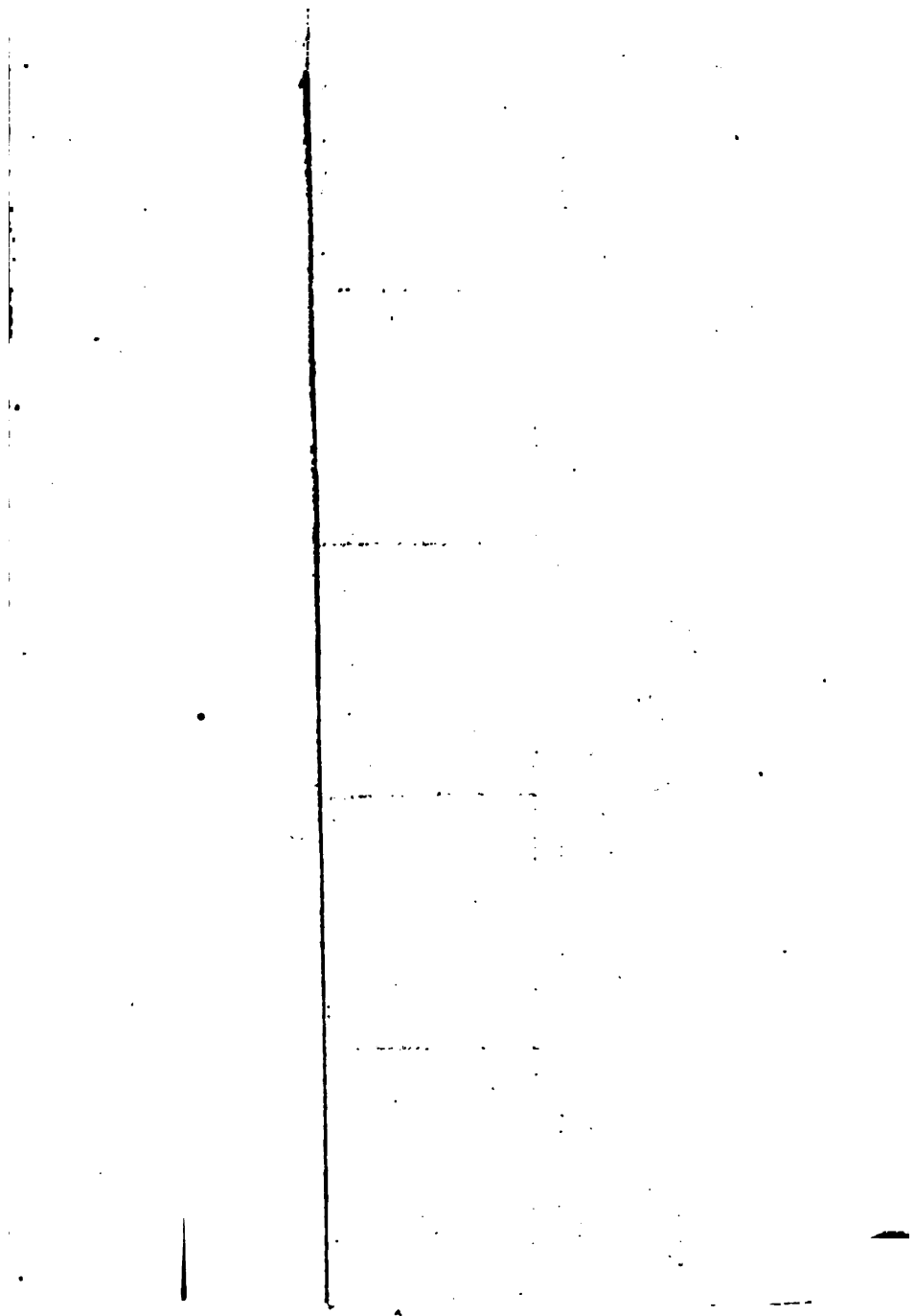
\* The third is supposed to have been sunk.

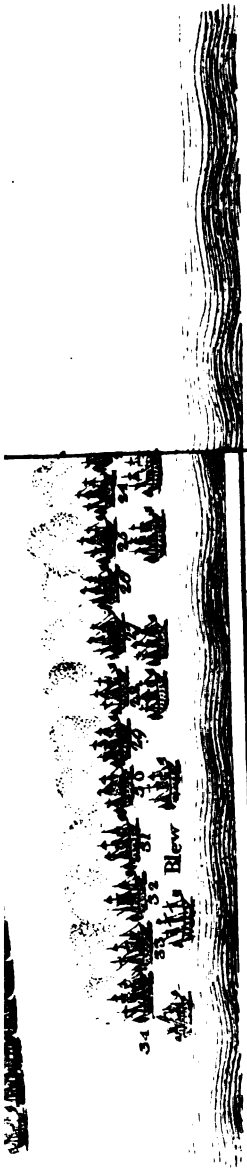
renew a contest with so spirited a foe, left her to carry off her prize at leisure, and unmolested. When we consider the very superior force of the enemy's ships, one of which mounted thirty-two guns, another twenty-eight, and the third twenty-six, all fully manned; when we recollect also, that these had to contend with a ship, who having lately been in a very severe action, could not have been in so good a state of equipment as themselves, fresh ships, and elated with their superiority, we scarcely know how to decide in which of the two\*, captain Torpley and his crew acquired the greatest glory. At any rate it is a convincing proof, however, that neither the superior numbers, or force of the enemy, are sufficient to ensure victory, when that superiority is not supported both by spirit and prudence. From this time we have no farther account of this very gallant man till the year 1678, when he was appointed, by king Charles, to command the Success. There is a wonderful vacancy in his history, from this time till the 15th of February 1696, when he was appointed to command the Lyon, and was soon afterwards superannuated with the pay of a captain of a third rate. He died on the 9th of October 1699.

TORRINGTON, Arthur Herbert, Earl of,—was the son of sir Edward Herbert, attorney-general to king Charles the First, and afterwards lord keeper of the great seal to king Charles the Second when in exile. Arthur having been bred to the sea, was appointed lieutenant of the Defiance in the beginning of the year 1666, and on the 8th of November following was promoted to the command of the Pembroke of thirty-two guns and one hundred and thirty men. His very entrance, as it were, into the service, was marked by an action, which encouraged his country to expect that display of spirit on every future occasion which he now gave them so handsome an earnest of. Soon after his appointment to the Pembroke he was sent to the Mediterranean, and falling in with a frigate belonging to the States of Zealand, carrying thirty-four

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\* In the last action captain Torpley was fortunate enough to experience no farther loss than that of three men wounded, nor any other material damage to the ship than a shot through his main-mast, which rendered it unserviceable.





*A List of the English  
and Dutch Fleet*

- 4 Vice Admiral *Ashby*  
 5 Equitation *Almonte*  
 6 Warlike *Fairborne*  
 7 Woodcock *Cocher*  
 8 Lyon *Torpoy*  
 9 Rupert *Dunroy*  
 10 Almonte *Whaler S<sup>r</sup>*  
 11 Crafton *Crafton Duke*

- R Blount* *Nealey*  
*S Ruytenberg* *Van Zyl*  
*T Geauvdenberg* *Roelcke & Hendrick*  
*B C Dill* *Voort Holland* *S B N Dick*  
*W Vere* *Mourelman*  
*X Cortina* *J Boer*

- Ships names*..... *Capt. names*  
 1 *Flinmouth*..... *Carine*  
 2 *Dogstord*..... *Kerr*  
 3 *Elizabeth*..... *Mitchell*



guns and one hundred and eighty men, engaged her from two o'clock in the afternoon till night parted them: captain Herbert very spiritedly carried a light that the enemy might not lose company. In the morning, his antagonist wishing to decline all farther contest, bore away, and being the best sailer of the two made good his retreat into Cadiz. Wanting that due sense of honour and truth that ever attends the actions of the brave, he failed not to boast of having acquired all the glory of victory without being fortunate enough to obtain the reward; and, as a proof of his pretensions, made frequent challenges while they both lay in a neutral port. The bottom of the Pembroke being foul, she was obliged to be hove down. The Zealander made almost daily boasts of his prowess, firing his guns, by way of bravado, as long as the English frigate lay in that defenceless state. As soon as the Pembroke was righted, and in a condition to go to sea, captain Herbert slipped his cable and stood out to engage. The service soon becoming too hot for the Zealander's cold phlegmatic constitution, he retreated a second time with greater expedition than he had advanced. Captain Herbert in vain fired his chase guns, endeavouring to disable him ere he could reach the bay of Cadiz, where, by the law of nations, he knew he might continue unmolested. The Pembroke lay-to off the bay till next morning, fruitlessly expecting some new display of spirit from an enemy who had boasted so much, and shewn so little. Captain Herbert returned to England about six weeks afterwards, with a large convoy under the chief command of rear-admiral Kempthorn. But the Pembroke had the misfortune to fall on board the Fairfax, another ship of the fleet, off Portland, and received so much damage from the shock that she sunk almost before her crew had time to save themselves: six, or seven, who were sick and in a helpless state being lost with her. Captain Herbert, who got safe on board another ship, was, immediately on his arrival, appointed commander of the Constant Warwick; from which ship, in 1669, he removed into the Dragon, one of the ships sent to the Straights, in the same year, under the command of sir Thomas Allen. In the month of May 1671, he fell in with two Algerine frigates, whom he immediately en-

gaged \* with the utmost resolution : and though he unfortunately failed in capturing either of them, it manifestly appears the want of the most complete success was not owing to any deficiency either of bravery or good conduct in captain Herbert. On his return from the Streights, in 1672, he was appointed captain of the Dreadnought ; from which ship he was almost immediately promoted to the Cambridge, on the death of sir Fretcheville Hollis, killed at the battle of Solebay : and being detached by the duke of York, together with the Bristol, to watch the motions of the Dutch, they fell in † with their East India fleet, which they immediately attacked. Captain Herbert boarded the largest ship in the fleet, but was unable to carry her off, as well from her being extremely well seconded and supported by her consorts, as that in the midst of the action the Cambridge herself took fire ‡. Captain Herbert commanded the Cambridge during the remainder of the second Dutch war ; and in the first action which took place the following year, between prince Rupert and the Dutch fleet, behaved with wonderful bravery. A conduct less remarkable in him, as it was what every body expected. His ship was so much disabled in the engagement as to be sent home, even when a renewal of it was hourly expected. He is said, by Campbell, to have been desperately wounded in the action. This circumstance may, in all probability, be strictly true ; and we are the more inclined to believe it, from finding no farther mention made of him, during the remainder of the Dutch war. But no notice is taken of it in the account given of the action by prince Rupert, who has been rather par-

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\* Of this action, and the escape of the enemy, we have the following authentic account. " The Dragon, captain Herbert commander, engaged, almost three days together, two Turk's men of war, and bearing up close with one of them, with resolution of boarding him, the officer that cund the ship was unfortunately shot, which causing a mistake at the helm, the ship cast a contrary way and gave an opportunity to the Turks of getting the wind and making several shot at her ; but as soon as she tacked about they began to fly, and by this accident happened to escape. Captain Herbert had ten of his men hurt, and himself wounded in the face with a musket ball, but it is hoped he is in no danger."

† On the 22d of July.

‡ See the Life of captain Wyld, p. 188.

ocular in mentioning the names of such officers as were killed or wounded. He appears also, which is a farther corroboration of Campbell's account, to have, in great measure, retired from the service for some years, as he had no appointment from the conclusion of the second Dutch war to the 5th of November 1677\*, when he was made captain of the Rupert of sixty-four guns, by king Charles the second. He sailed early in the following year for his old station, the Mediterranean, the only part of the world, indeed, where, at that time, a man of his active and spirited turn of mind could distinguish himself. He received soon afterwards a commission, bearing date from the 15th of February 1677-8, appointing him to act as vice-admiral † of the fleet already in the Mediterranean, under the orders of sir John Narborough. This promotion is a very striking proof of the high estimation in which he was, at that time, held for his abilities and prudence, inasmuch as, there were many captains in the same fleet, who, from their seniority to captain Herbert, might appear, *on that ground*, to have been better entitled to the appointment. On the 1st of April 1678, being then in company with the Mary, commanded by sir Roger Strickland, they fell in with a very large Algerine ship of war, carrying forty guns and four hundred men, esteemed at that time the best in their service. The Rupert engaged her singly for a considerable time, before the Mary, owing to the weather being calm, could get up. The Rupert had, indeed, the sole merit of subduing the corsair, as he struck as soon as ever the Mary closed with him ‡. In this action captain Herbert lost one of his eyes.

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\* Rather an extraordinary circumstance in the life of a man ever ambitious of employment, except considered as originating in such a cause. No other instance occurs of his being out of employ, from his first entrance into the service till the time he quitted it in the reign of James the Second.—Campbell makes the following observation. "After that (*the second Dutch*) war was over, captain Herbert had leisure to attend the court, and to solicit the rewards that were due to his services, in which he met with all possible kindness from the duke of York."

† Or second in command.

‡ We have the following additional particulars, relative to the action, in a letter from Cadiz, dated April the 3d. "When sir Roger

eyes\*. In the month of May 1679, sir John Narborough returned to England and left the command with vice-admiral Herbert†; but he did not receive a regular commission, to act as commander-in-chief on that station, till the 17th of July 1680. In the month of November 1679, Tangier being then attacked by the Moors, who had been long accustomed to keep it in perpetual alarm, the vice-admiral ‡ arrived very providentially in the road during the hour of the garrison's distress, and immediately landed, in their support, a battalion of three hundred and fifty men, completely equipped and officered from the squadron. The vice-admiral landed with them himself; and quitting his station of a naval officer, commanded, in person, an attack, made on the 8th of the same month upon a Moorish intrenchment. The prudence, as well as bravery, he exhibited on this occasion, may be thought to leave it a matter of doubt, whether he had most signalized himself on former occasions, in that particular profession of arms to which he had been bred, or in that new branch, to the exercise of which he had, but so lately, aspired. Their attack being parried § the Moors consequently retired. Admiral Herbert still continued in the road; and on the 11th of April drove on shore a new Algerine frigate of twenty-eight guns, called the Orange-Tree, which had been chased into the road of Tangier, by the

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Strickland came up likewise, the Algerine surrendered, having lost two hundred men. The captain of the Algerine is an old Turk, who, when he could defend his ship no longer, caused all the arms to be thrown overboard. In the Rupert, all the officers, to the boatswain's mate, with nineteen others, are killed, and between thirty and forty wounded. Captain Herbert himself is very much burnt in the face by some powder in bandoleers, which took fire on the quarter-deck, but without danger, though he hath not yet recovered his sight."

\* The prize, which was called the Tyger, was nearly as large as her captor, and carried an hundred and thirty men more than her. She was afterwards commissioned in the English service.

† As he is stiled in the Gazette, No. 1412.

‡ See Gazette, No. 1469.

§ Herbert is said, by Campbell, to have been, about this time, created rear-admiral of the blue; but as there does not appear to be any certain proof of this fact, it is most probable this promotion is substituted for that of "admiral of the fleet in the Streights," which local command and rank was conferred on him about this time.

Hamp-



Hampshire, captain Pinn, and the Adventure, captain Booth\*. On the 8th of May following the Moors commenced a fresh attack; and on the 13th it was found necessary to abandon an advanced work, called Henrietta Fort. To manage this retreat in safety was become a matter of consummate difficulty, as well from the great force of the besieging army, as the advanced state, and near approach of their attack. Admiral Herbert did not a little contribute to its being successfully achieved, without much loss, by making a diversion, and feigning an attack on the Moorish camp, from the seaward, by an embarkation in boats. He contributed in a higher degree to the safety of this harrassed city on the 20th of September following. The Moors had, soon after their last attack, agreed to a short truce, which they employed very diligently in making every preparation for a still more formidable assault. Admiral Herbert, on his part, used every possible means in his power to defeat the intention of the enemy, by landing with a considerable body of soldiers and sailors from his squadron; and to encourage them the more to their duty, again quitting his station of a naval commander, he took upon himself the office of a general. His behaviour on this, as on every other occasion, was most conspicuously great †. Soon after this time the Algerines, who had not been sufficiently humbled by the chastisement they had received from the fleet under sir John Narborough, began to renew their depredations in so great a degree, as to excite the indignation both of the government and the nation. Admiral Herbert sailed for Algiers in the middle of February 1681, and by his prudent as well as spirited conduct, the preliminaries were, with some little pause, agreed upon; and the peace soon after concluded ‡. A peace which has,

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\* The following being an extract of a letter from Cadiz, dated April the 22d, 1680, may serve to prove the singular assistance he rendered the city of Tangier at this critical juncture. "Vice-admiral Herbert lies before Tangier, with a strong squadron, ready to give them very considerable assistance, if there be occasion."

† Vide Relation of the Success against the Moors, published by authority.

‡ On the 10th of April.

with very trivial exceptions, been since kept inviolate. The object, for which the fleet had principally been sent to the Mediterranean, being thus accomplished, admiral Herbert returned to Europe\*, and was, on the 2d of February 1683, constituted rear-admiral † of England. After the accession of James the Second, Herbert was universally esteemed one of these persons most in favour with the new sovereign, who soon afterwards appointed him master of the robes. This gleam of court sunshine was soon overcast. Herbert was a man of those steady and truly patriotic principles which would never bend to flattery, or hopes of private emolument, nor be fettered by the smiles or promises of the great. To this firmness of mind he added a judgment too sound to be wrought on, or shaken by specious argument: ever awake to what he deemed the real interest of his country, he was among the foremost of those true patriots who steadily opposed the repeal of the Test Act. This was an opposition to that most favourite project of James, who was in every respect the sovereign of his heart, except when those projects appeared to militate against the public good. The monarch was resolved to make him pay the forfeit of his delinquency, and feel, in its utmost extent, every effort of his royal anger. He dismissed him from all his employments ‡. These repeated instances of royal disgust,

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\* On the 28th of August 1683, he was appointed one of the commissioners for executing the office of lord high admiral. He continued in this post till king Charles took into his own hands the management of the navy, May 22, 1684.

† The manner in which this appointment was notified to the public is too honourable to admiral Herbert to be omitted. "Whitehall, February 4. His majesty has been graciously pleased to constitute Arthur Herbert, Esq. rear-admiral of England, in consideration of the many good and acceptable services performed by him, as well in the inferior commands which he hath had in his majesty's fleets, so more especially of late years in the quality, first of vice-admiral, and then of admiral and commander-in-chief of his majesty's fleet employed in and about the Mediterranean, against the pirates of Angiers and other his majesty's enemies of Barbary."

‡ On the 12th of March 1686, lord Thomas Howard was appointed to succeed him as master of the robes. Soon afterwards he was removed from his honorary appointment of rear-admiral of England, in order to make room for king James's more favoured friend and counsellor, sir Roger Strickland.

aided by the unconstitutional measures of James, and that thorough opposition of political principles and ideas which subsisted between him and the admiral, induced the latter to be one among the foremost of those who repaired to the prince of Orange. As his influence, especially among the seamen, who revered him, who loved him as a friend, as a commander, as a parent, was known to be very extensive, as the highest opinion was entertained both of his integrity and judgment, his early arrival was particularly grateful to those who were friends to the revolution, and truly serviceable also to the cause in which they were about to embark. The states-general, truly sensible of his worth, conferred on him the command of their fleet, with the title of lieutenant-general-admiral. In this station he proved himself in every respect deserving the high trust that was reposed in him, having, both in his general advice and particular personal conduct united the most consummate prudence\* with the most active and spirited exertions. The revolution being effected, William did every justice to his high merit, by continuing to him that command he had born with so much credit to himself, and success to the personage whose cause he had espoused. On the 8th of March 1688-9 he was appointed first commissioner for executing the office of lord high admiral †, and in the beginning of April sailed with a force, consisting only of twelve sail of the line, to oppose the French fleet under Mons. Chateau Renard,

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\* Even his arch enemy, Burnet, admits the success to have been, in great measure, produced by the prudent advice given by him. "Owing to the reasons suggested by admiral Herbert, the prince of Orange laid aside his intention of sailing northward to the Humber, which must have been attended with many inconveniences, as no fleet can lie long with safety on that coast."—Campbell says, "by the skill and care of admiral Herbert the troops were very soon landed, and, by his intelligence with several persons of distinction in the neighbourhood, amply supplied with provisions and other necessaries." And again, speaking of admiral Herbert, "in a very few days the good effect of the admiral's letter appeared by the coming in of several ships, and the way being once broke the seamen declared, in general, for the prince; from all which it fully appeared, how much the success of this great affair was owing to the valour, vigilance, and prudence of this noble person."—Mem. of Adm. Herbert.

† Gazette, No: 2434.

which

which had convoyed king James and his army to Ireland; and, being since that time considerably reinforced, was composed of no less than forty-four ships, twenty-eight of which were of the line of battle. Herbert, almost providentially, and not till the very eve of the action, received an augmentation of his force, so that, on the 1st of May, the day in which the battle of Bantry Bay took place, it consisted of eighteen sail of the line, two frigates, a fireship, and two or three small vessels. Notwithstanding this disproportion of force, the gallant admiral considering the glorious and decisive consequences that would inevitably attend victory, and the mere partial misfortune that would pursue even defeat, with that marked decision which distinguishes the military hero from the military pedant, hesitated not a moment. The constant if not only object of his *mœuvres* was to close, if possible, with an enemy, who, notwithstanding their superiority, as constantly manifested the intention of engaging only indecisively, and at a distance. As they had the advantage of the wind, it was not in the power of admiral Herbert to avoid this desultory kind of contest, which ended, as every action with the same enemy has done since that time, in which they have been fortunate enough to possess the same advantage. In short, after a distant cannonade of three hours, during which time admiral Herbert made every possible, though, from the consummate caution of the French admiral, fruitless effort to weather his antagonists, *Monf. Chateau Renard* thought proper to tack, and put an end to the contest by standing farther into the bay, whither it was not prudent, or, perhaps, possible for the English to follow him, contented with the glory of not having been completely defeated by a force little exceeding half his own. King William, fully sensible of the merit of the action, hastened to Portsmouth in order to reward, in person, that gallantry which had, at least, contributed so much to the honour of the nation. After bestowing pecuniary gratuities on those to whom such munificence could with propriety be shown, he proceeded to confer such honours as were properly suited to the condition and rank of those commanders who had signalized themselves on this memorable occasion; and on the 29th of May created admiral Herbert baron Herbert of Torbay, and earl of Torrington. The fleet being

being reinforced by admiral Russell and the Dutch, and those ships which had received damage in the late action refitted with the utmost dispatch, the earl of Torrington proceeded to sea the beginning of July. But the French having no object in view that rendered a second battle absolutely necessary, did not think proper to venture into the Channel during the remainder of the year. Lord Torrington, with the body of the fleet, returned into port for the winter on the 2d of October, having previously detached lord Berkley with a strong squadron to the westward, to repel or prevent any desultory attack that might be attempted by the enemy. In the month of January following he resigned his post of first commissioner of the admiralty in consequence, as it is said, of some murmurs in the house of commons at the reported ill-equipment of the fleet, and its having been very badly victualled. He was succeeded by Thomas earl of Pembroke and Montgomery, a nobleman whose great popularity was thought most likely to allay the public clamour. The French having, during the winter, strained every nerve to augment their marine and render it still more superior to that of England than it was (proportionably) in the preceding year. They, in the month of June, made their appearance in the Channel with a fleet of eighty-four\* sail of the line, besides a number of frigates, fire-ships, and small vessels. Notwithstanding their arrival was so sudden and unexpected, and their force so much superior, the earl demurred not an instant in putting to sea, rightly judging it was more for the advantage of his country to meet or attend its enemies with a fleet inferior in point of numbers, than suffer them to traverse the Channel unmolested, unopposed, or unwatched. Previous to the action, and on the very verge of it, the earl was, as he had before been at Bantry Bay, happily reinforced, first by a small division

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\* As appears by the list of the French fleet attached to a very scarce print of the action, in the possession of William Locker, Esq; lieutenant-governor of Greenwich Hospital; this print was published under the immediate inspection of the earl of Torrington, and we have caused it to be very faithfully re-engraved, as well because of the complete illustration it affords of the particulars of this action, as on account of its scarcity: no other copy than that we have obtained having been preserved. We report this circumstance on the authority of the late Mr. Gulton, whose knowledge and judgment in matters of this nature are well known.

of English ships, and afterwards by the Dutch under admirals Evertzen, Callemborgh, and Vander Putten, so that his fleet, at last, consisted of fifty-six sail of the line\*. With this force, disproportionate as it was to that of the enemy, the earl continued to follow, preventing them, by his presence, from the power of mischief, but wisely wishing to avoid an action till his fleet should, by farther reinforcements, acquire sufficient strength to render conquest certain. This was the state of things when an express arrived from the queen, at the instigation, and by the advice, as it is said, of Russel † his enemy, commanding the earl instantly to engage. He immediately took every step prudence as well as bravery could suggest to ensure all the success that could reasonably be hoped for. He convened all the flag officers ‡, imparted to them his orders, and prepared for battle. As soon as it was light on the morning of the 30th day of June, the earl made the signal for his fleet to fall into a line. As soon as this was effected he bore away for the enemy; and at eight o'clock made the signal for close action: the French in the mean time (confiding in their superior numbers) prepared also for the contest. Their fleet was ranged, not, as is usually the case, in a strait line, but a curve, called by most historians (though improperly) an half moon. It is admitted, however, on all hands, their van and rear were considerably to windward of their centre, which appears from the print already mentioned, to have fallen inward directly opposite to the earl's *own* division of the red squadron, as though the enemy had studied, with the utmost caution, to avoid *him*. It has been invidiously insisted on by his

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\* As appears by the minutes of the court-martial held on the earl:  
 † Dalrymple's Mem.

‡ Notwithstanding what Burnet is pleased to advance to the contrary, it appears by the evidence of captain Neville, who was the earl's captain, such orders were not discretionary, but positive.

"Captain Nevill," as soon as the express came with orders to fight, on Sunday, about four in the afternoon, a signal was given for a council of flag-officers, to whom they were imparted, some of the Dutch flag officers said, *it were to be wished they had been stronger; but the queen's orders must be obeyed, and so went to their ships to prepare.*" Vide Abstract of the Evid. given to the Lords Com. by the Admirals and Captains, of the Engagement at Sea. Published by Authority 1691.

enemies,

enemies, that his division alone was left in action: but if they had wished to establish a character for candour, they would have done well to consider the danger into which the *whole* fleet would have been brought by the earl's rashly bearing away into the immense bay, if the term may be allowed, formed by the French centre. Separated as the squadrons of the combined fleet were, strait as was its line in comparison with that of the French, the latter still continued to out-stretch them considerably; and if the earl, listening only to the dictates of gallantry, had broke that line, by bearing in for the enemy's centre, his division might easily have been enclosed; when, if that enemy had done their duty properly, few of his ships would have been left for the future defence and protection of England. It may probably favour strongly of British spirit to agree with what was theoretically advanced by some of the British captains in that action, that if all the ships in their line had engaged as close as those of sir John Ashby's division did, the French, in all probability, would not have gained so much advantage as they did: yet, if we consider the strength of the two fleets, their situation, and the form in which they were each drawn up, we must, now time has mellowed the roughness of party prejudice, admit that such conduct could only have originated in the same rashness which induced the Dutch, who led the combined fleet, to stretch forward with a press of sail till they reached the enemy's van, although they, by that conduct, left such an interval between them and the red squadron, as in some measure, contributed to their own destruction and the joint misfortune of the whole fleet. A celebrated ingenious modern writer \* has summed up the whole in the following short and expressive manner: "*There was this difference between the admirals—Evertzen fought for glory only; but the other, trusting to the greatness of his character for glory, reflected that the SAFETY of his country was intrusted to HIM.*"—Notwithstanding every possible advantage that might have been derived by the French from their superiority of force, it does not appear, from the best authorities, that the loss of the English was more than one ship of the line, the *Ann* of seventy guns, commanded

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\* Dalrymple, Part 2d, Book the 5th.

by captain Tyrrel, and that of the Dutch six, a loss surely inferior to what might have been expected considering the great disadvantages under which the combined fleet laboured. But though the safety of the kingdom was purchased at so easy an expence, comparatively speaking, and the armada of the French, disabled from future offensive operations, was content with the empty triumph of the combined fleets having retired before it; though it retreated itself, in a short time, to its own harbours, without venturing at any enterprize worth the dignity of being recorded by any historians but their own: yet the people of England were not to be satisfied with what might with propriety be termed a negative victory. They thought their national dignity degraded; and disappointed in the vain hope of their admiral effecting impossibilities, joined all in the general cry of misconduct and treason, from the peasant to the prince. The court, however, assembled to take cognizance of the matter, did every justice to the merit of this brave but unfortunate man \*, and acquitted by the general voice of those, who understanding perfectly the weakness of the charge and the propriety of the answer, he sought, in retirement, that peace and tranquillity, the factious, not to say ungrateful spirits of his countrymen, appeared to wish to deprive him of. Having never more entered into what is called public life, he died on the 13th day of April 1716, in an advanced age.—The character given him by Burnet affords a proof how far men of the *soundest* judgment, the most *impartial* mode of thinking, and the *strongest* attention, in other instances to *veracity and candour*, suffer themselves to be hurried into expressions which maturer consideration and cooler reflection would certainly have obliterated. Not being able to censure

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\* Among other most liberal testimonies now existing of the high injury done by imputing to this noble person the smallest guilt, is an original letter, written to him immediately after the action, by the gallant sir Cloudesly Shovel, a man, whose opinion relative to such a transaction must ever be treated with the highest respect, as his character, both as a most able officer and an honest man, can never cease to be revered. After paying lord Torrington's general conduct every fair and proper tribute, he adds, in direct terms, that he was himself convinced, from every possible information he could procure on the subject, that his behaviour had been, through the whole business, as gallant as it was prudent. In short, to have acted otherwise than as he did, would have been to have deserved his country.

admiral



admiral Herbert's attachment to the constitution, and that truly valuable assistance he afforded the prince of Orange before the revolution actually took place, the good bishop endeavours, as much as possible, to lessen the merit of the action by attributing its original cause to a personal quarrel between the admiral and lord Dartmouth, who being supposed to possess more of the king's confidence than himself, created first a jealousy, which *pride*, to use the bishop's own word, raised into fullness, towards king James, and time afterwards improved into a firm opposition to his arbitrary measures. Thus has one of the greatest acts of patriotism been degraded by a person embarked in the same cause with himself, into the restless uneasy working of a disappointed spirit. The character of the noble earl stands, however, far above the reach of any malicious aspersions. James had been his friend, his patron: the mutual attachment that was well known to subsist between them, had originated in the noblest motives, the desire of rewarding merit in one, and an honourable gratitude for that attention in the other. The favour of his royal patron had bestowed on him divers employments, which yielded admiral Herbert an annual income of four thousand pounds a year; this, together with the friendship of his sovereign, he had resolution and patriotism enough to forfeit and forego, rather than support, for a single moment, such measures as he thought offensive to the constitution and liberty of his country. The prince, whose cause he next espoused, and whose *champion*, as it were, he avowed himself by his conduct, surrendered him a prey to faction, and the ingratitude of the populace; condemned by the voice of that powerful body before they had heard his defence; convicted of the high crime of not effecting what, to human power, was impossible; discharged from the high and honourable command he had so bravely, and, till this period, fortunately held; dismissed from the smiles and favour of that sovereign whom he more eminently perhaps than any other person, had assisted in raising to the throne; branded, in his old age, with the name of coward, after having, in his youth, justly acquired the character of a brave man, by the most extraordinary exertions of personal valour. Unmeritedly disgraced and dishonoured as he was, still he did not complain, because that complaint might have en-

creased

creased the ferment already raging too violently in the nation, and which every honest man would, on all occasions, endeavour to diminish. His peaceable conduct after this event was, if possible, more brilliant than his warlike achievements prior to it had been; the steady supporter of government on every occasion, where its measures did not militate against the interest and welfare of the people: he was ever listened to with attention, mixed with respect and delight, even by his greatest enemies. So studious was he to avoid being charged with ever thwarting the measures of government wantonly, that wherever he felt himself in conscience bound to oppose them, he always stated his reasons publicly by entering a formal protest. A part of his fortune he bequeathed to the earl of Lincoln, not so much on account of any private friendship, for relationship there was none, as in consequence of his uniform, honest, and patriotic conduct on all public questions, and his steady support of that constitution of which the earl of Torrington himself was so enthusiastic a friend and admirer\*. This noble earl was twice married: first to Anne, daughter of — Hadley, esq; and widow of — Pheasant, esq; and, secondly, to Anne, daughter of Thomas, lord Crew, of Stene; but had no children by either.

TOVEY, Nicholas,—commanded the Fox frigate in 1666.

TRAFFORD, Thomas,—was made lieutenant of the Monk in 1661, of the Leopard in 1662, the Nonfuch in 1663, and the Amity in the following year. In 1665 he was promoted to the command of the Unity; but he had been appointed to *act* as captain of this ship some time before he received a regular commission for that purpose. We find in the Gazette, No. 1, the following article. "Guernsey, October the 20th, 1665. Yesterday came into our road the Unity frigate, captain Trafford commander, who brought in a prize, captain John Gilson of Flushing, being a privateer of seven guns and forty-five men." From the time of his quitting this ship captain Trafford had no command till the year 1671, when he was made commander of the Old James. In the fol-

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\* The remainder he bequeathed to captain, afterwards admiral, Neville, who had been his captain.

lowing year prince Rupert appointed him to the Guinea. Peace being concluded with the Dutch in the following year, he again retired from service till the 12th of April 1678, when he was made, by king Charles the Second, who had taken upon himself the direction of the navy, commander of the Persia Merchant, hired ship of war. On the 5th of September 1682, he was appointed to command the boats at Portsmouth; and again, on the 1st of June 1685, was re-appointed to the same service.

TREHERNE, William,—after serving as lieutenant of the Nonfuch in 1660, the Breda in 1664, and the Coast in the following year, was made captain of the East India Merchant in 1666.

TREVANION, Richard,—was appointed, by prince Rupert and the duke of Albemarle, on the 3d of July 1666, to command the Marmaduke, and was soon afterwards removed into the Dartmouth. In 1670 he was appointed to the Richmond; and in 1672, first to the Bonadventure, and afterwards to the Dreadnought. On the 9th of March 1674 he returned into his old ship the Dartmouth. On the 22d of April 1675 he was made captain of the Jersey; and six days afterwards, that is to say, on the 28th of the same month, was removed into the Yarmouth. On the 21st of July 1677 he was appointed commander of the Saudadoes. He quitted this ship, on the 12th of May following, for the Montague, but returned back to the Saudadoes on the 26th of October in the same year. He was re-commissioned twice afterwards to the same ship, first on the 22d of October 1681, and secondly on the 2d of April 1685. At the time of the duke of Monmouth's invasion he was made commodore of a small Squadron sent to intercept the ships which had conveyed the duke to England. In this expedition he was very successful. Arriving off Lime on the 20th of June 1685, he there captured two small ships of war, the naval force that assisted in the expedition, and two transports, on board which he found forty barrels of powder, and other stores, the loss of which most grievously distressed the unfortunate duke. On the 22d of April 1687, he was made captain of the Hampshire; and lastly, when the terrors of the approaching invasion induced James to fit out a formidable fleet, he was, on the

17th of September 1688, appointed to the *Henrietta*, Strongly attached to the cause and person of king James, he was one of those who were entrusted with the secret of his escape, and to whom the particular mode of conducting it was afterwards confided. He accompanied his exiled sovereign to France, and attended him to Ireland. Inattentive to his country's welfare, the patron and friend of his posterity he deserted not in his distress. The time of his death is not known.

TURNER, John,—was appointed lieutenant of the *Dragon* in 1665, and the *Mary Rose* in 1666. Towards the close of the latter year he was promoted, by prince Rupert and the duke of Albemarle, to command the Expedition. In 1667 he was removed into the *Abraham* and *Sarah*, in all probability an hired ship of war. In 1671 he was made captain of the *Tyger*, and sailing for the Streights soon afterwards, quitted this ship in the following year for the *York*, in the command of which ship he died on the 16th day of July 1672. His body, being brought to England, was interred in the church of St. Nicholas, Deptford, where an handsome monument has been erected to his memory, bearing the inscription beneath\*, which, while it transmits to the world a character

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\* Prope hanc parietem  
 Deposuit exuvias carnis Jo. Turner,  
 Armiger, navis cui titulus Eboracum  
 Nuper strategus.  
 Tho. Turner et Eliz. uxoris ejus  
 Unicæ filiæ et hæredis Jo.  
 Holmden militis filius natu secundus  
 Illibatæ fidelitatis erga regem  
 Infractus assecla  
 Intemerati erga parentes obsequii  
 Ingens symbolum  
 Amicis suada, et lenocinio calami  
 Quam apprime gratus  
 Et in omnes alios facilis et urbanus  
 Qui cum in utroque bello Batavico,  
 Et contra prædones Algerinos strenuam  
 Navavarat operam  
 Causo correptus et eodem denuo;  
 Confectus et oppressus.  
 Fortissimam animam Deo transmisit,  
 Denatus 16th Julii, anno salutis reparatæ 1672,  
 Ætat 27.

*Underneath.*

character he appears very justly to have deserved, affords us at the same time a brief relation of the leading transactions of his naval life.

WILLSHAW, Francis,—was made lieutenant, first of the Old James, and afterwards of the Royal James, in the year 1665. In 1666 he was promoted, by prince Rupert and the duke of Albemarle, to command the Antelope of fifty guns, stationed in the line of battle as one of the seconds to the Royal Charles, on board which ship the joint commanders-in-chief had hoisted the standard. He afterwards commanded, and with the greatest credit, one of the companies detached under sir Robert Holmes to attack the islands of Ulie and Schelling. After the conclusion of the first Dutch war he had no further appointment till about the year 1671\*, when he was made captain of the Concord. In the month of January 1672 he arrived at Lisbon with the Streights fleet under his convoy, after having encountered a most dreadful storm, of sixteen days continuance, in the bay of Biscay. The ships under his charge were, consequently, very much dispersed; several of them put back to England. Four days after the gale had subsided he fell in with a squadron of fifteen Dutch men of war, besides fireships. fighting his way, however, with much intrepidity and good conduct through nine of the enemy's ships that got

*Underneath.*

Quem non Turca domat, non Belga, ferocior illo  
 Turpiter, imbellis mors, sine cæde rapis  
 Nil ausa in gladio accinctum nec territa navem,  
 Conscendis tacitum tutior usque torum.  
 Cur injusta negas meritum virtutis honorem,  
 Cum tibi tot Batavos sæpe litavit apros,  
 Pro rege et patriâ vixit, pugnavit, oravit,  
 Quàm cuperet fortis sic licuisse mori.

\* We have experienced considerable difficulty in developing the few anecdotes and circumstances we have been able to collect relative to this gentleman's life. This has in great measure arisen from his being frequently confounded with Thomas Willshaw, made also a captain in 1666. As a farther embarrassment, through some mistake of a transcriber, he is said to have been appointed, by king Charles the Second, on the 4th of August 1674, captain of the Concord; but we have very sufficient proof of his having commanded this very ship so early as the year 1671, as, in the month of August in that year, we find him at Leghorn with a fleet of merchant ships under his convoy.

up with him, he escaped with a damage to his ship comparatively trivial to the risk of the encounter. He appears to have been generally engaged in this kind of service\*, at least every information we have been able to obtain relative to him, has been in this line. On the 14th of November 1677, we find him appointed to the Foresight of forty-eight guns, and that he arrived at Plymouth on the 10th of September 1678, with an homeward-bound Streights fleet under his protection. This is the latest intelligence we have been able to gather concerning him.

WILLSHAW, Thomas,—brother to the foregoing gentleman, was, in 1666, successively appointed to the Milkmaid, the Abigail, and the Malaga Merchant, all three said to have been fireships. In 1671 he was made captain of the Francis, and in the following year of the Castle, both fireships also. He was soon afterwards promoted to the Reserve of forty-eight guns. He had no command from the conclusion of the second Dutch war till the rupture with France appeared probable, in the year 1678. He was, on the 30th of March, appointed, by king Charles the Second, commander of the Royal Catharine. Early in the following year he removed into the Elizabeth, and on the 21st of October into the James galley. In 1680 he commanded the Albemarle, and in 1683 the Neptune. He does not appear to have had, after this time, any appointment in this line of service; nor do we meet with any thing farther relative to him till some time after the revolution. In the year 1690 he was appointed successor to sir Richard Beach, as commissioner of the navy resident at Portsmouth. He held this office only two years †; but, in 1693, was, on the death of sir John Ashby, on the 12th of July, appointed to succeed him as comptroller of the storekeeper's accounts.

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\* Convoying the Streights fleet.

† He is entered, in a MS. list of the navy, dated July 1, 1693, as commanding the Soefdyke yacht, which vessel was under the orders of the commissioner of the navy paying the fleet: captain Willshaw being himself commissioner accounts for it at once. A Thomas Willshaw was, on the 15th of March 1695, made commander of the Horseguard, a ship of war so called. This, probably, was a son of the above gentleman; and it is not improbable might, with the rank of lieutenant only, command the yacht attending on his father.

He continued to hold this office till the time of his death, which happened in the year 1702. In 1700 he was elected master of the Trinity House, to which he bequeathed one hundred pounds. His arms are painted in one of the windows of the hall belonging to that corporation; under them is written, "captain Thomas Willshaw, one of the principal officers and commissioners of his majesty's navy, and master of the Trinity House, anno 1700."

WOOD, Robert (1st),—is said to have been appointed lieutenant of the Old James in 1666, and soon afterwards promoted to the command of the Catherine ketch.

WOOD, Robert, (2d).—It appears a matter of much doubt, whether this, and the preceding gentleman, are not one and the same person: the latter is said, however, to have been appointed captain of the Roe ketch in 1666, and of the Catherine yacht in 1667.

WRIGHT, William, — is remarkable for having never, through a very long service of near thirty years continuance, commanded any vessel except a yacht. In 1666 he was appointed to the *Bezant*, in 1671 to the *Kitchin*, and on the 17th of April 1678, to the *Portsmouth*. On the 15th of May (*a long interval*) 1686, he was re-appointed to the same vessel; and on the 15th of October 1687, was removed into the *Monmouth* yacht. *He is said* to have been appointed commander of the *Richard* and *John* fireship on the 12th of November 1688; but for this we have but little authority, and are rather induced totally to discredit this piece of information. We find him, on the 17th of April 1690, commanding the *Monmouth* yacht on the Irish station, where he performed memorable service in an attack made, under the direction of sir Cloudesly Shovel, on some small French ships of war, and others in the service of the late king James, then lying in Dublin bay\*. We meet with nothing farther relative to him, in the line of active service, but find him appointed one of the commissioners of the victualling

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\* The following handsome report of him is made, in the account published by government, of the transaction. "Captain Wright, commander of the *Monmouth* yacht, was very serviceable to us, for, besides his carrying us in, he behaved himself very well in the action."

office in 1702, an office he afterwards quitted on being made commissioner of the navy, resident at Plymouth, in the year 1703. He was superceded in the following year by Henry Greenhill, Esq. He was however reinstated, on the death of the latter, in 1708; but was superceded in 1711, on account, as it is said, of some irregular practice in the execution of his office. He died at Deptford, in a very advanced age, in the year 1735.

WYBORNE, John,—was, in 1666, made commander of the Joseph fireship. When the rupture with France was expected in 1668, he was appointed to the Portsmouth ketch, from which he was, in the following year, removed into the Portsmouth pink: in this vessel he was, soon afterwards, sent to the Mediterranean. On the commencement of the second Dutch war in 1672, he was promoted to the Guardland; and, on the 15th of February 1675, was made captain of the Speedwell. He was, almost immediately afterwards, removed into the Pearl, and sent a second time into the Mediterranean, where he continued some years. He was, on the 8th of October 1677, removed, by sir John Narborough, then commander-in-chief on that station, into the James galley; and, on the 21st of the same month, was promoted\* to command the Bristol by the commissioners for executing the office of lord high admiral. He sailed for Europe very soon after intelligence of his promotion arrived in the Streights, but returned thither again in the month of September 1678; here he remained a considerable time. In the month of March 1680, he assisted captain Booth, of the Adventure, in the destruction of a very fine Algerine frigate of thirty-two guns, called the Citron Tree. Previous to this exploit he had been promoted † to the Rupert, but had not then received his commission. He returned from the Streights with a convoy, and arrived at Plymouth on the 26th of May 1680. He was afterwards removed into the Happy Return ‡, which is the last mention we find made of him.

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\* He being then out on the same station.

† On the 9th of November 1679.

‡ On the 16th of July 1681.



**YOUNG, Henry**,—after having been appointed lieutenant of the Royal Charles in the year 1666, was, in the month of September following, made commander of the Ruby, a new ship of war, mounting fifty-four guns, taken from the French by sir Thomas Allen. No further notice is taken of him.

## 1667.

**ADDEN, John**,—was made commander of the Crown and Mary in the year 1667.

**BEST, Robert**,—was appointed captain, and *master*\*, of the Orange Tree on the 13th of September 1667, by sir John Narborough, at that time commodore in the Mediterranean. He was unfortunately drowned, in the year 1677, at Leghorn; but the particular circumstances attending this accident have not come to our knowledge.

**BONAMY, Peter**,—was appointed captain of the Buff fire-ship in 1667; and, on the commencement of the second Dutch war, in 1672, of the True Love, also a fire-ship.

**BONNER, William**,—commanded the Exeter fire-ship in 1667.

**BOWERS, John**,—was, at the same time, appointed captain of the William smack.

**BOWRY, Matthew**,—commanded the Warwell fire-ship in 1667.

**CLEMENTS, John**,—was, on the 1st of May 1667, appointed commander of the Merlin yacht; and, in the year 1671, of the Monmouth yacht. In 1672 he was promoted to the Greyhound; which ship he was a second

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\* This is the first instance of the term occurring officially in a commission, though there was *at this time* no distinction of rank between that of this gentleman, and what now forms a separate and superior one in the service. We are to consider this as the origin of that subordinate rank to officers commanding ships of twenty guns and upwards, since called *masters* and *commanders*.

time re-commissioned to on the 5th of May 1679. Continuing to command the same ship, he was employed, in the month of June 1680, to transport from Kinsale, a reinforcement of troops to the garrison of Tangier. On his return from thence he was \* appointed commander of the Cleveland yacht; to which vessel he was re-commissioned on the 22d of October following. On the 31st of August 1682, he was made captain of the Charlotte yacht; and was re-appointed to her on the 1st of April 1685. On the 4th of May 1688, he was made captain of the Henrietta yacht; from which he was, on the 18th of the same month removed into the Catherine yacht. On the 14th of December following, near six weeks after the landing of king William, he was appointed, by lord Dartmouth, to command the Cambridge: she being laid up for the winter, he was made captain of the Expedition, which ship he commanded at the battle of Beachy Head, second a-ftern to vice-admiral Ashby. In the year 1693 he was captain of the St. Andrew. He probably retired from service soon after this time, as his name does not again occur †. The time of his death is unknown: he was alive, but unemployed, on the 2d of February 1698-9.

COCKERILL, Anthony,—was appointed commander of the Little Success in the year 1667.

COOKE, James,—commanded the Providence in 1667. On the commencement of the second Dutch war, in 1672, he was appointed second lieutenant of the Lyon; from which ship he was, in the following year, removed, into the same station, on board the Charles.

CRAWFORD, John,—after being made lieutenant of the Lenox in 1667, was in the same year promoted to the Bonadventure fireship.

CRAWLEY, Jeremy,—was at the same time appointed commander of the Francis fireship.

CROW, George,—having served as lieutenant of the Royal Catherine in 1665, was, in 1667, promoted to be commander of the Sarah and Elizabeth hired ship of war.

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\* On the 7th of January 1680-1.

† An officer of the same name, who, in all probability, was the son of this gentleman, was first lieutenant of the Britannia in the year 1693. See his Life, Vol. II.

**DARTMOUTH, George Legge, Lord,**—was descended from a very ancient and honourable family in Venice, where the original stock is said, by the *sieur Amelot*, in his *Hist. de Venise*, still to flourish in the highest rank of Nobility\*: that part of it which came to England was long settled at Legge's Place, near Tunbridge †, in the county of Kent. The first of its descendants we find particularly noticed, by historians and others, was Thomas Legge, who served the office of sheriff of London in the eighteenth, and lord mayor in the twentieth and twenty-eighth years ‡ of Edward the Third; from him was descended Simon Legge, whose grandson, William, went over to Ireland and continued in that kingdom. His only son, Edward, was appointed vice-president of Munster, by Charles Blount, earl of Devonshire, at that time lord lieutenant. William, the eldest son of Edward Legge, quitted Ireland under the patronage of sir Henry Danvers, earl of Danby, who had promised to superintend his education; a trust he most punctually and worthily fulfilled. After having served, with much reputation, as a volunteer, in the low countries, under prince Maurice of Orange, he returned to England, and was presented by his patron, the earl of Danby, to king Charles the First, who soon conceiving a strong attachment to him, made him groom of his bed-chamber, and afterwards lieutenant-general of the ordnance. After the commencement of the civil war he was made governor, first of Chester, and then of Oxford. Firmly attached, by principle, to the cause of royalty, he was among the most strenuous supporters and partizans of Charles the Second when he marched into England with the Scots. Being taken prisoner soon after the unfortunate defeat at Worcester, the favour in which he had ever been with Charles the First, and that zeal he had lately shown for the service of his son and successor, rendered him so hateful and ob-

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\* A branch from this family has for some centuries been settled in Herefordshire: the time of its division from the original stock is not known, but certainly took place prior to the reign of Edward the Second.

† Vide Speed's Map of Kent.

‡ He was also twice chosen representative in parliament for the city, first in the year 1349, and again in 1352.

noxious to the then parliament, that his murder, under the mockery of a trial for having been in arms against them, was fully resolved on: but the ingenuity of his lady rescued him from their malice by contriving his escape, in women's clothes, from Coventry jail, where he was then confined. He repaired immediately to his exiled sovereign. After the restoration he was re-appointed, by Charles II. to the offices which he had held with so much honour under his father: and was at the same time made superintendant and treasurer of the ordnance. Having, during the civil war, married Elizabeth, eldest daughter of sir William WASHINGTON, of Packington in Leicestershire, by Anne Villers, daughter to sir George Villers of Brooksbury, and sister to the first duke of Buckingham of that family; he had by her George, whose actions we are about to record, born in the year 1647\*. Being destined early in life for the sea service, his father placed him in 1665, when scarcely seventeen years old, under the care of that very brave and celebrated commander, sir Edward Spragge: a more illustrious tutor could not, perhaps, have been found; or a pupil more likely to do justice to his instructions. The relationship † which subsisted between these two noble persons might on the one hand encourage the strenuous pursuit of fame, while example might on the other point out the most certain mode of acquiring it. Having eminently distinguished himself, during the greater part of the first Dutch war, in the station of a lieutenant, he was, without deriving the smallest advantage from his connections, and the loyal attachment of his parent, raised, in the close of the year 1667, to the command of a new ship, called the Pembroke, a promotion unenvied, notwithstanding his youth, because all persons were convinced it was deservedly made. Peace having been concluded with the Dutch before this event took place, captain Legge had no opportunity of encreasing that reputation ‡

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\* Colonel William Legge lived to the age of 83. He died on the 13th of October 1670, at his house in the Minorics, and was buried in a vault in the Trinity Chapel near that place.

† The mother of sir Edward Spragge having been the second sister of colonel William Legge just mentioned.

‡ Notwithstanding the peace it appears, by Campbell, he was not inactive, having applied himself assiduously to the study of the mathematics,

He had already gained till the commencement of the second Dutch war in 1672, when having been appointed to the command of the *Fairfax*, he much distinguished himself under the command of sir Robert Holmes, at the very unequal and desperate attack made on the Dutch Smyrna fleet and their convoy, in the month of March 1671-2. At the battle of Solebay his behaviour was, if possible, still more exemplary. After the duke of York had shifted his flag into the *Saint Michael*, the stress of the action lay, for a considerable time, on that ship: and had it not been for the very spirited assistance rendered him, at this period, by his seconds, of which captain Legge was one, and three other ships, commanded by the earl of Ossory, captain Berry, and sir Fretcheville Hollis, he would probably have been in the most imminent danger of being destroyed or taken. This service might probably have laid the foundation of his highnesses future attachment to him. In the month of July following he was, upon the death of captain Turner, removed into the *Yorke*; and having been promoted, early in the ensuing spring, to command the *Royal Catherine*, a second rate of eighty-four guns, signalized himself in a most remarkable manner in the engagement, which took place on the 28th of May 1673, between prince Rupert and the Dutch. The only ship taken from the enemy on this occasion \* struck to the *Royal Catherine*; and his conduct was so much noticed by prince Rupert, as to have entitled him to a place among those particularly eminent and meritorious commanders † who were honoured by him with the highest commendations. He is said, by Campbell, to have distinguished himself in a much more signal manner than is

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mathematics, especially to such branches of that extensive science as bore any relation to the military art. Having attained great skill as an engineer, he was employed by king Charles the Second in that character; and in 1669 succeeded his father in the command of an independent company of foot. On the 7th of December 1670, he was appointed lieutenant-general of the ordnance.

\* Of prince Rupert's squadron captain Legge boarded and took the Dutch ship, called the *Jupiter*; but she was surpris'd and retaken while the English were busy in rummaging her.—Lediard, p. 601.

† The officers and men generally behaved themselves very well in my squadron, more especially captain Legge, &c.—Prince Rupert's Letter to the Earl of Arlington.

noticed

noticed even by prince Rupert; and, that being boarded by the Dutch, while his ship, the Royal Catherine, was in the greatest danger of sinking, he drove the enemy back with considerable loss; and having in some degree stopped his leaks, brought the ship safe into harbour. Notwithstanding this particular transaction does not appear in the account published of the action, we entertain not the smallest doubt of its authenticity. He appears to have been considered as a man highly to be depended upon in any arduous service or undertaking; for in the third action, which took place in the same year, and which concluded the second Dutch war, at the time prince Rupert was severely pressed by the united squadrons of De Ruyter and Banckert, he sent captain Legge, with two fireships, to create a diversion and extricate him, if possible, from his difficulties. This service was so successfully and gallantly executed, that if the French, who were then to windward, had bore down, as they ought to have done, the whole Dutch fleet would have been ruined. At the conclusion of the war he was appointed governor of Portsmouth\*, of which place he had been, some short time before, made lieutenant-governor. On the 15th of June 1674, he had the honour of entertaining, in his quality of governor, king Charles, the duke of York, and a long train of the first nobility, in a progress made by the former to Portsmouth. Continuing to increase, if possible, still more in the favour of his sovereign, he was appointed colonel of a regiment of foot in the year 1677. In 1681 he was sworn a member of the privy council †; and on the 28th of January 1681-2, was made master-general of the ordnance. Campbell, whose information, generally speaking, is very correct, says, that in this year he received a special commission to review all the forts and garrisons throughout England; and was also constituted commander-in-chief. On the 2d of December following he was created a peer, by the title of baron

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\* And at the same time master of the horse and gentleman of the bed-chamber to the duke of York.

† Whitehall, March 3d. This day the right honourable George Legge, Esq; master-general of the ordnance was sworn of his majesty's most honourable privy council, and accordingly took his place at the board. — Gazette, No. 1700.

Dartmouth in the county of Devon. In the preamble of his patent the services and high merits of his worthy father, as well as his own particular claims on the royal favour, are very honourably stated, and shew this new dignity to have been judiciously and worthily bestowed. In 1683, king Charles finding the expence attending the defence of Tangier far exceeding the value of the possession of it, resolved to rid himself of the incumbrance by evacuating and demolishing it. The constant state of warfare that existed between the garrison and the Moors, and the great force of the latter, rendered this service highly disagreeable and difficult. The known prudence, as well as bravery of this noble lord, pointed him out as the properest person to be employed in so dangerous and, indeed, delicate a command. He was accordingly, on the 2d of August 1683, appointed admiral and commander-in-chief of the fleet \* sent on this expedition; and, having hoisted his flag on board the Grafton, sailed soon afterwards. It required every varied talent a commander could possibly possess to enable him to execute, with credit and propriety, this arduous task; a task rendered highly irksome, because the complete execution of it could confer only a negative kind of honour, while the failure of it, in the most trivial point was sure to rouse reproach and entail disgrace. The warlike temper of the Moors; the natural hatred they bore the English, as strangers, whom they considered as detaining from them a part of their possessions; the ease with which an immense army could be brought under the very walls of the city; and, above all, the cruel and vindictive spirit which the Moorish nation invariably shews towards those whom they esteem and treat as enemies, all contributed to render lord Dartmouth's situation truly

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\* He was also made governor of Tangier, and general-in-chief of his majesty's forces in Africa: that by having the supreme command in every department vested in himself, those difficulties might be avoided, which sometimes arise from the disagreement of officers employed to conduct different branches of the same expedition. The trust with which he was invested on this occasion is at once a very convincing proof of the extent of his abilities, and of the confidence reposed in him in consequence of the high opinion entertained of him by his sovereign.

irksome.

them. We have thought it necessary to make this short digression in honest justification of lord Dartmouth's memory, and to rescue him from the smallest imputation of having suffered his attachment to his sovereign to extend itself to treason to his country\*. Let us now resume the thread of our narrative. Soon as the rumours of ir-  
 vasion had swelled into a certainty that the attempt at least would be made, lord Dartmouth was appointed † to supersede ‡ sir Roger Strickland §, whose obnoxious conduct during the time he held the chief command of the fleet has been already related ¶. The fate of this noble lord's posthumous reputation has been singularly unhappy; censured by one party as having been the agent of a despot, by accepting a command under a prince who wished to render him the instrument of enslaving his people, he has been condemned on the other hand for betraying his cause. Neither of these charges have the smallest foundation: the first of them has been already destroyed, and the refutation of the latter is completely effected from the mouth of no less a personage than king James himself. The only man in the world, who, had this noble lord's behaviour bordered in the most distant degree on impropriety, is most likely to have discovered \*\* and published the delinquency. The hour approached in which the character of a brave and honest man was to pass through the fiery ordeal of political temptation. Encouraged by the early patronage of his youth, he had to look forward

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\* These terms, frequently as they have been connected and admired by some political writers, become, if we examine them, ridiculous in the extreme; ridiculous, because they cannot exist at the same time, which they necessarily must do, or they cannot exist at all.

† On the 24th of September 1688.

‡ He hoisted his flag on board the *Relolution*, commanded by captain Davis.

¶ A more striking contrast does not perhaps exist, than in the conduct of these two officers. One exhibits to us the genuine character of a man of gallantry, honour and integrity, swerving not in the smallest degree from the line of fair conduct and duty; the other appears as a hired partizan, ready to execute any commands without ever troubling himself to enquire into their propriety.

§ See page 181.

\*\* King James is said to have exclaimed, as soon as he heard of his death, "Then faithful Will, Legge's honest son George is dead! I have few such servants now."



to the highest honours a *prince* could bestow as a reward for his service. But by that word service is not, on this occasion, to be understood the fair and open actions of a great and gallant man leading his forces to fair combat with the enemies of the state, but the base and underhand machinations of a favourite commander, possessing an absolute influence over the hearts and swords of his people. This, it cannot be denied, lord Dartmouth had acquired in its fullest extent\*; but he disdained to use it in a way, men, less honourable than himself, would have little scrupled. When, from his private influence he might, in all probability, have secured a considerable part of the fleet he commanded, for the future service of his sovereign, aided by that of a monarch universally deemed, but for political reasons, the natural foe of England, his conduct diverged not, for a single moment, from the strictest line of honour: he fairly fought the fleet of his antagonist; he used every method to engage him. Providence interfered and preserved England. Absolved by the flight, to say nothing of the delinquency of his friend and sovereign, from all the ties of public allegiance and private attachment, he gave all the assistance in his power to moderate the distracted state of the nation, and paid every obedience that could have been expected from the warmest of his friends, to the champion and preserver of British liberty, his new sovereign, William the Third. To have been continued in his command could not reasonably have been expected, when we reflect upon the almost infinite number of adherents who repaired to William some time previous to the revolution, and whose claims were of a nature not to be disregarded. Delicacy, indeed, had there existed no other motive, would certainly have induced him to have voluntarily solicited retirement. One thing, indeed, remained in the power of the new monarch to bestow. That was denied him. Permission to pass the remainder of an honourable life, unmolested, in peace and tranquility. The crime of having been personally the

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\* Strickland having been removed from the command of the fleet because he was unpopular; lord Dartmouth, the idol of the seamen, was placed at its head.—Dalrymple.

† And would by these means at least have protracted the dispute.

friend of James was deemed a sufficient ground to induce, at least, a suspicion of treason. He was arrested and committed prisoner to the Tower, where grief, or indignation, at the treatment he experienced, is supposed to have accelerated that end, which his enemies ought ever to have lamented, because superior worth existed not among them. This noble lord died, in the Tower, on the 21st of October 1691, in the 44th year of his age.—In justice to the memory of king William, who was himself a personage of too much honour not to admire even the character of a declared foe, who acted up to that standard, we have thought it necessary to insert the following memorandum, taken verbatim from one in the late earl of Dartmouth's hand-writing. "After lord Dartmouth was dead, lord Lucas, who was constable of the tower, made some difficulty of letting him be removed; but application being made to the king, he was pleased to order, that the same respect that would have been due to him, if he had died possessed of all the employments he had formerly enjoyed in that place should be paid him, which was done accordingly; and the Tower guns were fired when he was carried out to his funeral: and the king told his son, that if he had lived two days longer he would have been released." On so honourable a testimony to the conduct and intentions of king William towards him there needs no comment. Campbell has, indeed, recorded this fact, and in substance little deviating from the account here given: but it will probably be thought more satisfactory when related in the precise words of his noble descendant.

DICKENSON, Richard,—was made second lieutenant of the Swiftsure in 1665. On the 13th of June 1667 he was promoted to the command of the Joseph fireship. In the following year he returned to his former rank, and was appointed to the Rupert. In 1671 he was made *first* lieutenant of the Dreadnought, and in 1672 was once more appointed a second lieutenant on board the Royal Catherine; but was very soon afterwards promoted to be second captain of the Charles the Second, otherwise called the Royal Charles. On the 12th of September 1674, he was made commander of the Hunter; on the 12th of April 1678, of the Woolwich; and on the 17th of the same month, in the year 1680, of the Diamond:

mond. He sailed for the Mediterranean soon afterwards; and in the year 1682, being still on that station, was removed into the Tyger Prize, a ship of forty guns, taken from the Algerines by the Rupert. Returning from the Straights he was, on the 23d of March 1684-5, made commander of the Oxford. He commanded a ship, or ships, of the line after the Revolution; we have been unable, however, to ascertain even their names. He was alive, though unemployed, on the 2d of February 1698-9; but the precise time of his death is unknown.

DOWGLASS, —. — We are indebted to history only for the name of this gentleman, as a naval commander, for we cannot find any other authority for his having been an officer in this line of service. Nevertheless, as he has always been given to it by historians, we have thought proper to insert his name in order to do away the chance of incurring the imputation of neglect. As we have already premised, we know nothing farther of him than what we collect from Lediard, Campbell, and other writers of the first respectability, we shall only add from them, that he was appointed to command the Royal Oak at the time the Dutch made their well-known attack on the shipping in the Medway in the year 1667. Notwithstanding he defended this ship with the most extraordinary resolution, the Dutch were too successful in their attempts to destroy her. When the ship was completely in flames, captain Dowglass was advised to retire: this he positively refused to listen to, preferring immediate and horrid destruction with his ship, to surviving with what he, perhaps too romantically, thought disgrace\*. It is no less singular than true, that  
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\* It is most probable this gentleman was, after all, a land officer sent from the shore to defend this ship with a detachment of soldiers. Illegitimate as his claim may probably be to be inserted in a list of naval officers, it is an error, if one, at least of a commendable kind, to record so much valour in whatever line of service we find it. Among the many testimonies born by historians and others, to the bravery of this gentleman, we have selected the following.

"In this action one captain Douglas, who was ordered to defend the Royal Oak which was burnt, when the enemy had set fire to it, receiving no commands to retire, said, *it should never be told that a DOWGLASS had quitted his post without orders*, and resolutely continued

no person of this name officially appears to have held any command in the navy previous to the revolution.

FARR, Charles,—was made commander of the *Johanna* dogger in 1667.

FEAKES, Tobias,—was made lieutenant of the *Loyal Subject* in 1666, and promoted to the command of the *Duke of Cambridge* in 1667.

FULLER, Thomas,—commanded the *Fanfan* yacht in the year 1667.

GIBBONS, Anderson,—is another of those very few persons whose want of spirit, in the hour when all its possible exertion is necessary, has, at all times, proved a disgrace, and, in some cases, a most material injury to their country. He was appointed commander of the *John and Elizabeth* fireship in the year 1667, and was one of the commanders who were, in consequence of their ill-behaviour during the attack made by sir Edward Spragge on the Dutch, who had entered the river Thames, sentenced to a most ignominious punishment\*. Gibbons, indeed, appears to have been the greatest delinquent of the whole group, as we find the following punishment inflicted on him, in addition to that which he received in common with the rest. "Gibbons was farther sentenced to be triced up by the arms during the punishment of the other two." *Gazette*, No. 208.

GREEN, Charles,—commanded the *Unicorn* fireship at the same time, but is not known to have subjected himself, on the same occasion, even to censure. Nevertheless, he does not appear to have had any command afterwards.

nued on board, and was burnt with the ship; falling a glorious sacrifice to discipline, and obedience to command, and an example of so uncommon bravery, as, had it happened among the ancient Greeks or Romans, had been transmitted down to immortality with the illustrious names of *Codrus*, *Cynægyrus*, *Curtius*, and the *Decii*."

Lediard, cap. 89.

"I could have been glad to have seen Mr. Cowley; before he died, celebrate captain Douglas's death, who stood and burnt in one of our ships at Chatham, when his men left him, because it should never be said a *Douglas* quitted his post without order. Whether it be wise in men to do such actions or no, I am sure it is so in STATES to honour them."

Sir William Temple, Vol. ii. p. 40.

\* See the *Life of Joseph Raine*, p. 173.

GUY,

GUY, Leonard, — was appointed captain of the *Paradox* in 1667, and had scarcely entered on his command when he had the good fortune to take a very valuable prize from the Dutch. In the following year he was removed into the *Drake*. This is the latest intelligence we have been able to procure concerning him.

HARE, Josias, — was commander of the *John* fireship in 1667. The observation just made on captain Green strictly applies to this gentleman.

HARLEY, John, — commanded the *Willoughby* fireship at the same time, and is to be held in the same light.

HARWOOD, Thomas, — was made lieutenant of the *Henry* in 1664, and in the following year was promoted to command the *Return*. In 1666 he served as lieutenant of the *Prince*, the ship on board which sir George Ayscough hoisted his flag; this ship unfortunately grounding on the *Gallop*, was taken possession of by the Dutch and burnt. On his return from captivity he was promoted to the command of the *Drake*. From the time he quitted this ship, which he did soon after, in consequence of peace being concluded with the Dutch, he had no command till the commencement of the second Dutch war, when he was made second captain\* of the *St. Andrew*, on board which ship sir John Kempthorne hoisted his flag as rear-admiral of the red. Nothing farther is known relative to him.

HOLMES, John, — was the son of sir John Holmes, whose life has already been given. He was appointed to command the *Lenox* yacht in the year 1667. On the 5th of January, being then cruising off the coast of France, he met with three Dutch ships, and had the good fortune to drive one ashore at Calais, to burn the second, and capture the third. On the commencement of the second Dutch war in 1672, he was made captain of the *Thomas* and *Edward* fireship. We meet with no farther particulars relative to this gentleman, except that, in the month of August in the same year, he captured a large Dutch ship, from Amsterdam, of three hundred and fifty tons burthen.

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\* According to the present regulation of service, the officer who at that time ranked as *second captain only*, is now the proper captain of the ship.

HUGGATE, Hopkins,—we find this gentleman appointed captain of a Saitee \* in 1667.

JAQUES, William,—was, in 1667, made commander of the Hopewell galliot. He had no farther commission till the year 1671, when he was appointed captain of the Hardareen, a ship taken from the Dutch in the last war. At the commencement of the second Dutch war in 1672, he was removed into the Francis (formerly a fireship) guardship. He quitted her in the following year for the Wivenhoe fireship: and, lastly, when the second rupture with France was daily expected, in 1678, he was, on the 17th of May, made, by king Charles the second, commander of the Eagle fireship. Nothing farther relative to him is known.

JOHNSON, Jeremiah,—commanded the Casimer dogger in the year 1667.

JONES, Robert,—was appointed commander of the John and James smack in the same year.

JONES, William,—was at the same time made captain of the Isabella yacht.

KEEBLE, Henry,—was also, in the same year, appointed commander of the Elizabeth and Mary fireship.

LESTOCK, Richard,—was, in 1667, made captain of the Gabriel fireship. He never had any second appointment till after the revolution, when, on the 6th of January 1691, he was made captain of the Cambridge of eighty guns. How long he continued in constant command of this ship is not known †; but we find him captain of her in 1702, in the expedition against Cadiz, and the subsequent attack on Vigo, under sir George Rook. He was stationed in the line as one of the seconds to vice-admiral Hopson, in the Prince George. In the following year he sailed under the command of sir Cloudesly Shovel to the Mediterranean, whither that fleet was sent to assist the Cevennois, who had taken up arms against Louis the Fourteenth. Soon after his return he retired from the service, being put on the superannuated list with the pay of a commander of a third rate. He died in the year 1713.

\* A species of vessel much used in the Mediterranean, most probably a prize taken from the Salletines.

† This ship was out of commission in 1699.

**MANSELL**, Charles,—was descended of a very ancient and honourable family who deduced their origin from Philip de Mansfield, or De Mansel, who is admitted by all persons conversant in the heraldry and the history of ancient times, to have entered this kingdom with William the Norman, surnamed the Conqueror. The splendor and antiquity of his family is, however, the principal part of what we have to record of him, as he is entitled to a place among the officers of the navy, only as having commanded the Dolphin fireship in 1667.

**MAYHEW**, Ralph,—commanded the Blessing fireship in 1667; and being engaged in the same service with Paine and Gibbons, whose lives have been already given, was equally culpable with them, and consequently suffered the same punishment.

**NEWLAND**, Robert,—from being lieutenant of the *Mary*, to which station he was appointed in the year 1666, was, in 1667, made commander of the *Golden Falcon*.

**PEARSE**, Thomas,—commanded the *William* and *Susan*, either a fireship or an hired ship of war, in 1667.

**PERDU**, John,—was made lieutenant of the *Triumph* in 1665, of the *Victory* in 1666, and the *Revenge* in 1667. In the course of the same year he was promoted to the command of the *Lewis* hired ship of war.

**PERRY**, Walter,—was appointed commander of the *Emfworth* sloop in 1667. He was, in all probability, made lieutenant of the *Royal James* at the commencement of the second Dutch war; he being among the very brave men unfortunately lost in that ship, at the battle of *Solebay*, on the 28th of May 1672.

**PERRYMAN**, John,—was made lieutenant of the *Swallow* hired ship of war in 1665, and in 1667 was promoted to the command of the *Ostrich* fireship. In 1669 he experienced a still greater advancement in being appointed to the *Grafton* of seventy guns. He is said to have commanded in the same year the *Essex*, *Burford*, and *Kent*; a very rapid but not unprecedented change. He appears after this to have quitted the service for a considerable time, his name not again occurring, as having held any command, till the year 1680, when he was appointed to the *Exeter*; from which ship he was soon afterwards removed into the *Suffolk*. Nothing farther relative to him is known,

PRIDEAUX, John,—was appointed captain of the Cat fireship in 1667.

READ, ——— is known as an officer, only by the following extract from Lediard's Naval History. " Captain Read going up the Canessa towards the Berbices, landed at Carenteen, and marching twenty miles by land took the fort of the Arawaces, with a great number of captives and a large booty." Perhaps there is an impropriety in inserting his name here, as what we have offered may not be thought a sufficient proof of his having really been in this line of service. The error, if one, we hope may be pardoned, as less blameable than the omission would have been; and we have, by simply stating our authority, left every person to his own judgment, without presuming to decide ourselves. N. B. There were two officers, at this time, in the Navy of the name of Read, but they both were lieutenants: one of them never attained an higher rank, the other was not made a commander till the year 1672.

READGROVE, Thomas,—commanded the Friendship armed ship of war in 1667.

RIDLEY, Hugh,—was, on the 12th of June 1667, appointed captain of the Star fireship, and soon afterwards removed into the Tilbury prize. In the following year he was commissioned to the Providence fireship. He had no other command till the year 1673, when he was made, by prince Rupert, captain of the Woolwich sloop. On the 3d of June 1675, king Charles the Second, who had taken upon himself the management of all affairs relative to the navy, gave him the command of the Wivenhoe sloop. On the 23d of Feb. 1681-2, he was made captain of the boats at Portsmouth, from which station he was removed into the America guard-ship on the 29th of July following. After the accession of king James he was, on the 25th of May 1685, again made captain of the America; from which he was, on the 9th of June following, removed into the Swan. He continued in the command of this vessel till the 15th of August, when he was appointed to the Guardland; and sailed for the Streights on the 25th of the same month, under the orders of sir Roger Strickland. He continued on this station till the year 1688; and arrived at Plymouth on the 30th of



**March.** He was, on the 9th of September, made captain of the *Antelope*, one of the fleet fitted out under his old commander, sir R. Strickland, for the purpose of counteracting, if possible, the invasion then meditated by the prince of Orange, afterwards king William the Third. He is known to have commanded a ship of the line after the revolution; but we have not been able to procure any farther information relative to him, except that he was still living, but unemployed, in the month of February 1698-9.

**ROBINSON, John**,—commanded the *Hopeful Margaret* hired yacht in 1667; and was re-commissioned to the same vessel in the year 1672.

**SANDFORD, Jacob**,—was captain of the *Batchelor* fireship in the year 1667.

**SHELDON, Edward**,—was, at the same time, appointed to the *Thomas and Elizabeth*.

**SHELLY, John**,—having served as lieutenant of the *Assistance* in the year 1664, was, in 1667, appointed captain of the *Albemarle* fireship. In 1668 he was removed into the *Truelove*, in 1669 into the *Welcome*, and in 1670 into the *Milford*, all fireships. At the commencement of the second Dutch war in 1672, he was appointed first lieutenant of the *London*, the ship on board which sir E. Spragge had hoisted his flag. He continued in this ship a very short time only, being soon afterwards removed into the *Monmouth*, on board which he is said to have served as second captain\*; but again removed, in a very short time, as captain, into the *Portland*. Here is a complete illustration of the rank. When he was appointed to the *Portland* he was stiled *captain*, inasmuch

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\* A distinction not now known in the service except in the ships of the commanders in-chief. Officers, who are said to have served as lieutenants of flag ships, after having been appointed commanders many years before, have, in reality been, in many instances, nothing less than the *second* officer (or, as it is now called, *the captain*) on board the ship, the admiral himself being the *first*; the appellation of admiral and captain, united in the same person, frequently occurring, even after the revolution. There does not appear to have been any distinction between a first lieutenant and a second captain, the terms seem to have been indiscriminately applied; as sometimes, indeed, do those of captain, second captain, and lieutenant; they all are used, in different instances, to express the same office on board a flag ship.

**TYETE, George**,—after commanding the *Success* fireship in 1667, was, on the commencement of the second Dutch war in 1672, made second lieutenant of the *St. Michael*, the flag ship of sir Robert Holmes. In the following year he was again made a commander, and appointed to the *Richmond* yacht on the 18th of January 1675; and, on the 11th of September 1676, was commissioned to the *Deptford* ketch. On the 12th of April 1678, he was removed into the *Surat* hired ship of war; and from thence, on the 17th of May 1679, into the *Success* frigate. Thus, as this was his last command, beginning and ending his career of naval service in a ship of the same name.

**VOTIERE, John**,—was, on the 13th of June 1667, made commander of the *Swan* fireship; from which ship he was very soon after removed into the *Elizabeth* and *Mary*. At the commencement of the second Dutch war, in 1672, he was appointed captain of the *Hardareen*; and, in the following year, of the *Katherine*. On the 14th of September 1674, he was removed into the *Ann* and *Christopher*. How long he continued to command this ship is not known, but we find him appointed captain of the *Holmes* fireship on the 12th of July 1677: on the 14th of July 1683, he was made commander of the *Richmond* yacht; and on the 1st of April 1685, of a ketch, called the *English*. Nothing can be more irksome than being incapable to record any farther circumstance relative to any officer who has irreproachably spent so many years of his life in the service, than the mere list of his appointments and promotions. In this state we are relative to captain *Votiere*. From his name we should judge him to have been of French extraction. We know not whether he ever held any command after the revolution; but we find him to have been alive and on the list of captains in the month of February 1698-9.

**WARD, John**,—commanded the *Owners Endeavour* fireship in 1667.

**WARD, Thomas**,—in the same year, was captain of a ship called the *Mary Magdalen*.

**WAYMAN, William**,—commanded the *Priscilla* fireship in 1667.

**WIGONER,**

WIGONER, John,—was appointed captain of the John and Giles ketch in 1667.

WILLIAMS, Henry,—was, on the 28th of June 1667, made commander of the John fire hoy\*. At the conclusion of the first Dutch war, not being able to obtain any superior station, he disdained to remain inactive; and was content to serve under the brave sir Edward Spragge as one of his master's mates. His admiral entertained so high an opinion of his abilities and spirit, that, at the time he made the attack † on the Algerine shipping in Bugia Bay, he sent Mr. Williams on board the Little Victory ‡ that he might be ready to take the command of her, in case of any accident happening to captain Harris, who was the commander. The whole success of the enterprize depended on this ship and sir Edward's precaution, as it was highly commendable, so did the event of attack render it necessary. But for this provision the whole might have failed, captain Harris being wounded so dangerously at the very commencement of the assault, that the ship just mentioned would have wanted a commander, had not captain Williams been ready to have undertaken so consequential a trust §. His conduct on this occasion procured him, in the following year, the command of the Supply fireship; from which he was, in 1673, removed into the Assurance. We hear nothing farther of him till the 23d of May 1675, when he was appointed to the Wivenhoe fireship. On the 25th of the same month he was removed into the Holmes. We find him made captain of the Stavegreen on the 7th of January 1677-8; and on the 12th of April following promoted.

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\* And not the Rose fireship as is asserted by Campbell.

† See the Life of Sir Edward Spragge, page 70.

‡ The fireship which did the execution.

§ Campbell gives the following account. " Captain Harris, who commanded the Little Victory, his master's mate, gunner, and one of his seamen were desperately wounded with small shot, and this at their entrance; so that, probably, the whole design had proved abortive, if the admiral had not, with great prudence, commissioned Henry Williams (then one of his master's mates, but who had formerly commanded the Rose fireship) to take charge of the vessel, in case the other was disabled; which he did accordingly, and performed all that could be expected of him."

to the Lyon. A war with France being then daily expected, he was ordered to put himself under the command of sir Robert Robinfon, who was sent with a Squadron of ten sail to cruise at the entrance of the Channel, in order to watch the motions of the enemy. On the 3d of April 1680, he was removed into the Pearl, a fifth rate; and continued to be employed as a cruiser in the Channel on the 9th of September 1681. Remaining still on the same station he fell in with a French armed ship from Greenland, which, failing to pay the usual respect to the English flag, captain Williams fired a broadside into her, upon which a smart action immediately commenced between them, which ended in the capture of the French ship, the captain of which endeavoured to excuse his rashness by pretending a belief that hostilities had taken place between France and England. In this petty dispute the Pearl had three men killed and one wounded. The French ship was so much shattered as to be scarcely able to swim. Captain Williams was promoted from the Pearl to the Constant Warwick, on the 6th of May 1682. On the 22d of January 1684-5 he was appointed captain of the Cleveland yacht. He was re-commissioned to the same vessel on the 2d of April following; and on the 5th of September 1688, was removed into the Advice, a fourth rate of forty-eight guns, one of the ships fitted out, by order of king James, to oppose the prince of Orange. We find no farther mention made of him, consequently it is not known whether he ever held any command after the revolution, or at what period he died or quitted the service.

1668.

ASHBY, Sir John,—was descended from a family in a mercantile line, which had been, for a considerable time, settled at Lowestoffe in the county of Suffolk. His first appointment in the navy was to be lieutenant of the Adventure: this was in the year 1665. In 1667 he was removed,

removed, in the same station, on board the Princess: and on the 4th of October 1668 was promoted, by the duke of York, to the command of the Deptford ketch. In 1670 he was still farther promoted to the Advice, a fourth rate. In 1671 he was removed into the Rainbow; and in the following year into the Pearl, a frigate of twenty-eight guns. In the month of February 1672-3, on his return from Jersey, whither he had carried sir Thomas Morgan, newly appointed governor thereof, he fell in with a large privateer, of equal force, belonging to Middleburgh. An action took place, and continued upwards of two hours. At the end of this time the Dutchman was completely vanquished: but the wind was at that time so violent as totally to prevent the Pearl's boats from boarding her; captain Ashby was consequently robbed of his well-earned prize. As some consolation under this disappointment, he next day retook the Ruby, belonging to Dartmouth, a ship of two hundred tons and twenty guns, that had been captured a few days before by a Dutch privateer off Scilly. On the 21st of June following he was promoted, by prince Rupert, to command the Lyon, as successor to captain Fowles, who had fallen in the action of the 28th of May preceding. On the 10th of September 1674 he removed into the Rose\*: it is not known how long he continued commander of this ship; but we do not find him appointed to any other till the 26th of March 1678, when he was made captain of the Dunkirk. He was, in the month of March 1679, one of the captains under the command of sir Robert Robinson, at that time commodore of a small squadron stationed at the entrance of the Channel. On the 8th of April 1681 he was appointed to the Constant Warwick; but we find nothing worth relating during the time he held this command, which was but for a short time, as he was removed into the Mary Rose on the 16th of July following. Early in the year 1685 he was made captain of the Montague; from which ship he was, on the 27th of September in the same year, removed into the Henrietta guardship; and again, on the 6th of March 1686-7, into the Mordaunt. On the 15th of September 1688 he was appointed to the Defiance, one of the ships fitted for

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\* He commanded this ship, on the Mediterranean station, in 1676.  
Channel

Channel service under the orders of lord Dartmouth. Warmly attached to the constitutional liberty of his country, immediately on the revolution taking place he became a firm adherent to William the Third. He continued to command the *Defiance*, and led the van of the squadron, under admiral Herbert, at the battle of Bantry Bay. His gallantry was so conspicuous on this occasion, that when king William went down to Portsmouth for the special purpose of thanking all, and rewarding those whose behaviour had been more particularly noticed, he conferred on captain Ashby the honour of knighthood; and, as a farther token of his esteem, presented him with a gold watch set with diamonds. In the month of July following he was promoted to be rear-admiral of the blue, and went to sea in that station when the fleet sailed under lord Torrington: but no action took place during the remainder of the year. In the following spring the French, highly elated with that very trivial appearance of advantage they had recently gained, left no effort untried to fit out a fleet so formidable as to bid defiance to the inferior force of the English, and pursue, at least in idea, that scheme of conquest Louis the Fourteenth so chimerically pleased himself with the hope of. The fleet of France consisted of eighty-two ships of the line, besides frigates, fireships, and small vessels. The combined fleet of England and Holland, which was to oppose this very formidable force, consisted of no more than fifty-six ships under the chief command of Herbert, earl of Torrington. Sir John Ashby, who had just before been raised to the rank of vice-admiral of the red\*, served in that station during this engagement, and led the van of the earl of Torrington's division; but he was totally exempt from any part of that censure which was so loudly excited by the failure of success, and which so unmeritedly roused the indignation and violence of party against the great but unfortunate earl of Torrington. Singularly conspicuous must have been the conduct of that man, who, in the hour of public clamour, escapes the general calumny indiscriminately

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\* All historians have asserted that sir John Ashby served as vice-admiral of the blue under Ruffel, the admiral of that squadron. In this statement they are mistaken.

minutely

minately thrown both on the innocent and the guilty. When the earl of Torrington had effected his retreat he left the command of the fleet with sir John Ashby, and repaired to London, having first given the necessary instructions how to act in case the French should attempt to force their way up the Thames. There was no necessity, as it happened, for this precaution, for the French, satisfied with a nominal triumph, retired to their own coasts, and were seen no more in the Channel. But to have been honoured with so consequential a command, and at so critical a period, is a very convincing proof how high the abilities of sir John were estimated both by his commander-in-chief, and the public. It was thought necessary, when the fleet again put to sea, to invest the chief command of it in three persons \* who should jointly execute the office; these were sir Richard Haddock, vice-admiral Killebrew, and sir John Ashby; they hoisted their flag on board the Royal Sovereign. But no enemy appearing to contend with, the first and second rates were sent into port in consequence of the near approach of winter; and the joint admirals, with the remainder of the fleet, having taken on board the earl of Marlborough, and a considerable body of land forces, steered for Ireland, where they quickly reduced the city of Cork and town of Kinsale, the two principal posts held for king James in the southern part of that kingdom †. In the following year every exertion possible was made to retrieve the disgrace of the preceding one, by sending a very powerful fleet to sea early in the spring. The chief command of it was bestowed on admiral Russel; and sir John Ashby was appointed to serve under him as vice-admiral of the red. But the French, satisfied with the honour they had

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\* It was hoped this new regulation would, in some degree, allay the general terror that pervaded the nation; and that its defence would, in all probability, be conducted with greater success when confided to the joint abilities of three such eminent persons, instead of investing it, according to the usual mode, in one of them only.

“Whitehall, August 9. Sir Richard Haddock, Henry Killebrew, esq; and sir John Ashby, are appointed joint-admirals of his majesty's fleet.”

† In 1690 sir John was appointed comptroller of the naval store-keeper's accounts, an office he held till the time of his death.

already gained, gave the combined fleets of England and Holland no possible opportunity of retaliating upon them, with earnest, for their temporary triumph and much boasted victory. Early in the year 1692 sir John Ashby was promoted to be admiral of the blue; and the French court having projected an invasion of England, in order to promote the cause and interests of the late king James, admiral Ruffel, who still held the chief command, put to sea on the 16th of May, in order to counteract and defeat their intentions. The two fleets met on the 19th of the same month, an epoch ever to be remembered as the day on which the French fleet were totally defeated, and a final period put to the hopes of the exiled sovereign. Hazy weather, and a dead calm, prevented a considerable part of the combined fleet, which was much more numerous than that of the French, from closing with them; so that the force actually brought into action with the enemy, was considerably inferior to them. The blue squadron in particular, which was in the rear, never had any opportunity of engaging till six o'clock in the evening, an hour after the French line was broken\*. Joining at that time in the pursuit, the squadron under sir John Ashby had, at least, the merit of completing that confusion the gallantry of their companions had so successfully been the first occasion of. The pursuit continued all day on the 20th; and on the 21st, several of the enemy's ships being closely pressed by sir John, ran, at the utmost hazard, through the race of Alderney. It was not deemed advisable to pursue them, more especially as the pilots refused to take charge of the ships any longer if their commanders should persist in steering so dangerous a course. This broken remnant of the French fleet consequently made good its retreat into St. Maloes; and their good fortune exposed sir John to much obloquy †: but he had the

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\* Admiral Ruffel's Letter to the Earl of Nottingham.

† Burnet in particular takes upon him to assert, that if sir John Ashby had pursued these flying ships of the enemy, amounting to twenty-six sail, which made their escape into St. Maloes, he might, from every appearance, have destroyed them all. On the other hand we find a modern author thus excuse him. "Sir John Ashby, with the blue squadron, and some Dutch ships, pursued the rest of the French fleet



the happiness, as will be presently shewn, to clear himself, in the handsomest manner, from every possible imputation both on his courage and his general conduct. A few days after the action, he was detached, by admiral Ruffel, with twelve ships of the line and three fireships; to which were added an equal number of Dutch ships, under the orders of admiral Callembergh, to scour the coast of France, and endeavour to destroy such ships of their broken squadrons as might have taken refuge in their inferior ports. He returned soon afterwards without having met with any success, owing, as is admitted by the most impartial historians, merely to the very advantageous situation of the enemy; and what was, perhaps, a still greater protection to them, a series of storms and tempests. Campbell makes the following candid and judicious remark, which applies equally well to clear the reputations both of Ashby and Ruffel, for which latter purpose it is more particularly intended. "To blame the admiral, says he, for not exposing the fleet, when it was impossible for him to have done any thing, is to shew a disposition for finding fault at the expence of the nation's safety, since succeeding commanders are not like to use their judgments freely, when they find their predecessors suffer in reputation for doing what prudence; and regard to the safety of their ships, directed." Certain intelligence having been received that the French vice-admiral of the blue had got safe into St. Maloes with twenty-five ships besides the flag, sir John Ashby was again detached, the beginning of August, with one first rate, six second rates, seventeen third rates, one fourth rate, and four fireships, together with several Dutch ships of war. He was ordered over to the coast of France, and instructed to cruise about fifteen leagues north from the west end of the

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fleet till they ran through the race of Alderney among rocks and shoals, where the English pilot refused to follow them. Sir John has been much censured for his conduct in this part of the transaction, though probably without any reason, since some of the ablest seamen in England were of opinion, that nothing could be more desperate than the flight of the French through that dangerous passage; and that though despair might justify them in attempting it, yet the bare possibility of success in following them might not be equivalent to the danger of the undertaking."—Gillingwater's Hist. of Loweshoße.

Isle of Bas, so that, by stationing some of his ships nearer the shore, he might intercept any of the enemy's ships that might endeavour to pass from St. Maloes to Brest. He remained on this station, as long as the weather permitted him, but again without success. He did not return to Spithead till the 14th of September: nor had he then, as it is said, but in consequence of express orders for that purpose from the queen. When the parliament met, the late memorable action, and its consequences, were among the first subjects of discussion. On the 19th of November he was examined at the bar of the house of commons relative to the escape of the French ships into St. Maloes, and gave so clear and satisfactory an account of the proceedings of the ships under his command, both in, and after the engagement, that the speaker, by direction of the house, informed him they were very much pleased with his very ingenuous behaviour. Honourably acquitted from the very unfounded charge of misconduct, he returned, in the ensuing spring, to his command. The office and rank of admiral of the fleet was again vested in three persons \* as it had been in the year 1690 after the action off Beachy Head, and partly for the same reason. Experience shewed, that however high and most deservedly so the three joint-commanders-in-chief might individually stand in the opinion of the people, and however capable each of them, seperately, might have been to execute so extensive a charge, the office, like that of a sovereign, is of such a nature as does not admit of its being divided, or executed with propriety and energy by more than one person. The possibility of shifting the charge of any supposed misconduct from one to the other is, by that means, totally obviated; the nation can resort at once to the *ostensible* author of its disgrace and misfortune; and the admiral-in-chief himself, while he is conscious of the high trust with which he is invested, exerts, in their utmost extent, his abilities and spirit, knowing that the smallest failure in his enterprize endangers, for ever, his credit and his honour. The misfortune † which marked the

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\* Henry Killigrew, Esq; sir Cloudesly Shovel, and sir Ralph Delaval.

† The capture of the Turkey fleet.

naval transactions of this year has prevented, ever since, a repetition of the same absurdity.—To return to sir John Ashby; although he had, in the year 1690, been one of the three commissioners for executing the office of commander-in-chief, he was omitted on the present occasion: but resuming the station in which he had served at the battle of La Hogue, hoisted his flag, as admiral of the blue squadron, on board the London. Dying on the twelfth of July following, he had not the mortification of hearing the misfortune which befel his very gallant brother commander, Rooke, in Lagos Bay, the news of which did not arrive till four days after his decease. His body was first interred at Portsmouth, where he died; but being afterwards taken up, was finally buried in Lowestoff church, where a handsome monument has been erected to his memory \* bearing the following inscription:

Sacred to the memory of  
 Sir JOHN ASHBY, knight,  
 Praefect at the courts of SANDGATE;  
 On whom, for his unshaken fidelity and approved of  
 Valour, in the engagement with the French, at  
 BANTREE BAY,  
 Where he gloriously fought for his king and country,  
 His majesty conferred the honour of knighthood.  
 He afterwards gave many signal examples of his bravery  
 And skilfulness in naval affairs;  
 By which he obtained the post of admiral and commander  
 † In chief of the royal navy, and general of marines.  
 Adorned with these honours,  
 He exchanged earthly glory for immortality,  
 12 July 1693.

It has been elsewhere remarked, on Burnet's bold censure of sir John, that the very illiberal reflection made on his conduct is an evident proof of the malevolence which too often actuates the spirit of party; and shews, that the most

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\* On his tomb, which is just below the monument—  
 Here lieth the body of sir JOHN ASHBY, knight,  
 Who died 12 July, 1693.

And the arms of Ashby—A chevron between three eagles displayed.  
 Crest. On a wreath an eagle displayed.

† In this the writer of his epitaph has evidently been mistaken.

brilliant actions, when executed by commanders whose political principles happen not to coincide with certain writers, are too often tarnished through the malignity of the historian. Indeed, when we consider the compliment paid him by the speaker of the house of commons, as already related, had we no other proof of his worth\*, we trust we need not hesitate to pronounce him to have been a very brave, though, in some few instances, an unfortunate man.

BURKE, William,—was, in 1665, appointed lieutenant of the Saint Paul, and was very soon afterwards removed into the Bristol. In 1668, having filled the same station, first in the Defiance, and secondly in the Cambridge, he was promoted to the command of the Portsmouth sloop. In 1671 he returned to his former rank of lieutenant, and was appointed to the Tyger. We meet with nothing farther relative to him, except that in 1674 he was made captain of the Isle of Wight yacht.

HAMILTON, Thomas,—having served as lieutenant of the Rupert in 1666, and of the Mary in the following year, was, in 1668, promoted to be commander of the Deptford ketch, and very soon afterwards removed into the Nightingale. In 1671-2 he was appointed captain of the Mermaid; and being removed, in the course of the following year, into the Constant Warwick of thirty-six guns, a small fourth rate, behaved very gallantly in a very smart encounter with a Dutch privateer, of which we have subjoined an account †, as given in a letter written  
at

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\* His gallant behaviour both at Bantry Bay and Beachy Head fights.

† Constant Warwick; Feb. 10, 1672. "Having certain ships outward bound under our convoy, we came up on Thursday last, about 170 leagues from the Lizard, with a ship carrying Hambrough colours, who, upon our commanding him on board with a gun, immediately put up a Holland ensign, and a Flushing jack, and put himself in posture of engaging us: we thinking to have boarded him to rights, made up to him to fasten our boltsprit in his shrouds: but he, being aware of our intent, put his helm a weather, and turned his ship round, so that we could not fasten, but shot a-head of him; and afterwards we exchanged several broadsides within half pistol shot of one another, though our lower tier of guns was made useless by the violence of the wind, the sea running so high that it came in a-main at our lower port holes; in the mean time the *Caper* (*the privateer*) fought

at the time. In 1673, the spirit he had manifested on the former occasion procured him to be promoted to the *Mary rose* of fifty guns. In the account given by prince Rupert, of the engagement between the English fleet under his command, and that of the Dutch, on the 28th of May in this year, he mentions a colonel Hamilton, as having lost his leg. We have not been able to identify precisely, but we believe him to have been this gentleman, the appellation of colonel being indiscriminately applied both to officers of the navy and army, at that day\*, and there being no other person at that time in the service of the same name. He was not appointed to any other ship till the 18th of June, 1675, when he was made captain of the *Margaret galley*; which ship is also, on another occasion, called the *Charles galley*; the first of these appellations appears to have been a misnomer, as it is imagined there was no vessel of that name in the service. We find him commanding the *Charles*, on the Mediterranean station, on the 28th of October 1677; at which time he captured, in company with the *James*, captain Canning, who was killed, a very large Algerine ship of war, after a desperate resistance. On the 4th of March 1681-2, he was appointed to the *Dragon*; and, on the 23d of March 1684-5, was removed into the *Kingsfisher*. In the month of June following, having with him the *Falcon* frigate, he attacked and carried, almost without resistance, the castle of

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fought so as not to forget to retreat when he should see his opportunity, which it was not hard for him to do, we having lost great part of our rigging, and received three unlucky shots between wind and water, and taken in so great a quantity of water in our port-holes, that, at three o'clock in the afternoon, we found five feet seven inches water in our hold, and the gun-room full to the hatches; and that both our upper and lower tier of powder was made unserviceable, being all wet; we not having, besides, ten rounds left in all; by which means he escaped. This *Caper* is a fly boat of two tier of guns.

\* The title of colonel appears to have been bestowed only on such officers as either had rank a certain time in the service, or had been temporary commanders, and, as they are now called, commodores of small squadrons. It was also not uncommon for naval officers to hold a military command. Lord Dartmouth, for instance, when captain Legge, was, at one and the same time, captain of a ship of war and colonel of a regiment of infantry. Captain Hastings of the *Sandwich*, who fell at the battle of La Hogue, is styled, in the *Gazette* account of the action, colonel Hastings.

Ellengreg, on the western coast of Scotland. The unfortunate earl of Argyle had taken possession of it a few days before, and fortified it, as well as time and circumstances would permit him, intending it as his grand magazine, and place of final retreat. Captain Hamilton's success appears to have given the decisive blow to this petty invasion, for on this occasion he not only made himself master of all the earl's stores, spare arms and ammunition\*, but, pursuing his good fortune, took possession of the three ships which the earl brought with him, and in which only he could place his last hope of escape for himself and his followers. We meet with nothing farther relative to captain Hamilton till the month of May 1689, some months after the revolution had taken place: he then commanded a ship of war, whose name we have not been able to learn, on the Irish station, and performed a notable piece of service in destroying a considerable number of boats intended for the use of the late king James's army. This is the latest piece of information we have been able to acquire concerning him.

LONG, Robert,—after having been appointed to serve as lieutenant of the Golden Phoenix in 1666, was promoted to the command of the Fanfan yacht in 1668.

STOUT, Robert,—served as lieutenant of the Resolution, and afterwards of the Revenge in 1665. In the following year he was also appointed, first to the Henry, and soon afterwards to the Lyon. In 1668 he was promoted to the command of the Roe ketch. In 1669 he returned again to his former station of lieutenant, being appointed second † of the St. David, the ship on board which sir John Harman had hoisted his flag as rear-ad-

\* Five thousand stands of arms, all his cannon, five hundred barrels of powder, with ball and other stores in proportion.

† This is by no means to be taken as a degradation of rank, very frequent instances occurring, at the period of which we are writing, of officers who had served as commanders of ships several years, with the highest reputation, becoming lieutenants of flag ships. Indeed, the difference in many instances existed only in the term and title, the admiral being very frequently stiled *admiral and captain*, and the officer next below him first lieutenant, answering to the station of captain of the ship. We find these terms preserved in an Admiralty List of the Navy as low down as the year 1693.

miral of the fleet on the Mediterranean station. In 1671 he was appointed commander of the Fountain fire-ship, and in the following year of the Forrester frigate. In 1673 he was promoted to the Princess, and behaved with the most exemplary spirit in the engagement which took place between the English and Dutch fleets on the 11th of August in the same year. On the 21st of January 1673-4 he was removed into the Warspight, and on the 15th of June 1674, into the Success. He does not appear to have had any appointment afterwards.

SUMPTER, Robert,—was appointed commander of the Bonadventure fire-ship in 1667. He served as second lieutenant of the St. David in 1672. From this time his name does not occur till the 10th of January 1677-8, when he was appointed lieutenant of the Antelope; after which period nothing relative to him is known.

TURNER, Robert,—was appointed lieutenant of the Dreadnought in 1664, and was promoted to the command of the Francis in 1668.

WHITE, Isaac,—was made commander of the Wren pink in 1668, and of the Katherine ketch in 1671.

## 1669.

ALLINGTON, Argentine,—was, on the prospect of a rupture with France, in 1668, appointed lieutenant of the Charles; and was promoted, in 1669, to be captain of the Guernsey Frigate. In the month of May following he was ordered to the Streights, in company with the Advice, to convoy thither a large fleet of merchant ships. Off Cape de Gatt they fell in with a squadron of seven Algerine ships of war, which they hesitated not a moment to engage, knowing well that the safety of the charge under their protection depended on their resolution. The particulars of the action have already been given in the life of captain Young\*, so that it is unnecessary to say

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\* P. 140.

more, than that their conduct was glorious to both alike, though in its consequences equally fatal, captain Allington having fallen almost at the same instant his brave companion did.

FARRE, ———, — is said to have commanded the Batchelor hired vessel (formerly a fireship) in 1669. He could only have held this station a very short time, for we find the same vessel fitted out for a voyage of discovery in the month of September following, under the command of captain Humphrey Fleming.

FLEMING, Humphrey,—the gentleman just alluded to, was appointed commander of the Batchelor hired ship in the month of August 1669. This vessel was ordered to the South Seas, in company with the Sweepstakes, captain Narborough, in whose life \* an account of the principal transactions of the voyage have been already given. In the Supplement to the Dictionnaire Historique, by M. L'Abbe Ladvoat, speaking of sir J. Narborough, he says, " Il partit Deptfort, le 26 Septembre 1669, avec deux vaisseaux ; mais il perdit de vue le second, sur les côtes des Patagons." No notice is taken of this circumstance by such English writers as we have seen, nor do we find any farther mention made of captain Fleming.

SAUNDERSON, Ralph,—was appointed lieutenant of the Assistance in 1666, and was promoted to be commander of the St. David in 1669, at the time sir John Harman hoisted his flag on board her as rear-admiral of the Squadron on the Mediterranean station. In 1670 he was removed into the East India Merchant, and in the following year into the Phoenix. In 1673 he was appointed, by prince Rupert, who had been his first patron, to be second captain of the Sovereign, the ship on board which he had himself hoisted his flag as commander-in-chief of the fleet. After the conclusion of the war he was, on the 30th of July 1674, made commander of the Portsmouth yacht, and appears never afterwards to have quitted this line of service. In 1676 he removed into the Charles yacht ; and from thence, on the 5th of September in the following year, into the Charlotte yacht. On the 22d of October 1681, he was recommissioned to the same

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\* P. 246.



vessel; and on the 31st of Aug. 1682, was appointed to the *Fubbs*. After the accession of James the Second he was, on the 27th of March 1685, re-appointed to the same vessel. After quitting this command he appears to have retired from the service altogether, as he was still living, and unemployed, at the time of king William's death.

WERDEN, or WOERDEN, Robert,—was appointed lieutenant of the *Advice* in the year 1663; of the *Plymouth*, and afterwards of the *Slothany* (a Dutch prize) in 1665; and of the *Norwich* in the following year. In 1669 he was promoted to the command of the *William* hired ship of war, and of the *Falcon* frigate in 1670. He was ordered immediately afterwards to the Mediterranean, in company with sir William Jennings in the *Princess*, who was commodore, to convoy thither a fleet of eighty merchant ships. Contrary winds detained them in port till the 31st of January following: but after this first detention they had experienced they reached their destination without one adverse accident. He continued on the Mediterranean station some time, as we find him sailing from *Leghorn*, in company with sir W. Poole, for *Zant*, on the 19th of June 1671, as convoy to a fleet bound from thence to *Turkey*. On his arrival from the *Streights*, in 1672, he was removed into the *Yarmouth*, and sent into the *Baltic* \*. On his return from thence the ensuing spring he was promoted to the *Henrietta*, and singularly distinguished himself in the action which took place between the English and Dutch fleets on the 28th of May 1673. In prince Rupert's account of the action, captain Werden is said to have been among the number of captains slain. And it has been thus related by all historians who thought themselves, we suppose, perfectly safe in reporting a fact from information generally deemed the most authentic existing. He certainly was not killed, as there are several letters of his still extant of a much later date; from these we learn he was present in the second action, which took

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\* The duke of Richmond, ambassador-extraordinary from Charles the Second to the court of Denmark, died in consequence of a cold he took in passing from this ship (whither he had been on a visit) to *Elsinore*, in the month of December 1672.

place on the 4th of June \*; and in the third, fought on the 11th of August following. On the 17th of September sir John Narborough hoisted his flag on board this ship as rear-admiral of the red; but hostilities having nearly ceased nothing worth commemorating in the life of either took place during the space of fifteen months. We find him to have been employed as a cruiser in the Channel at the time of king Charles's excursion to Portsmouth in the month of June. In October sir John Narborough, having received his commission as commander-in-chief of the fleet destined for the Mediterranean service, hoisted his flag on board the *Henrietta*. She sailed for the Streights on the 5th of November following. Captain Werden still continued her commander, and appears to have possessed, in a high degree, the esteem of his admiral, who remained on board the same ship till the 28th of December 1675, at which time † he shifted his flag into the *Harwich*. Here our information, relative to captain Werden, ceases; on which account we can only repeat that sorrow we have already, on similar occasions, so frequently expressed.

1670,

ANGUISH; William,—was made lieutenant of the *Antelope* in 1666, and of the *Foresight* in 1669. In 1670 he was promoted to the command of the *Deptford* Ketch, and was re-commissioned to the same vessel on the 25th of May 1674. On the 9th of April 1677 he was appointed lieutenant of the *Woolwich*, and on the 18th of April in the following year (1678) was promoted to the command of the *Swan* frigate; what became of him after this time we know not.

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\* There is a most pleasing and unaffected modesty runs through the several MS accounts of these actions given by captain Werden, who appears to have united the diffidence of youth with all the prudence and intrepidity that could adorn a commander of the highest rank.

† Being then at Malta.

DAWSON,

**DAWSON, John**,—served as lieutenant of the *Defiance* in 1666, and in 1670 was promoted to the command of the *Truelove* fireship. On the commencement of the second Dutch war in 1672 he was taken, by sir Robert Holmes, to serve on board his flag ship, the *St. Michael*, as first lieutenant. In 1673, after having, for a short time, served as second lieutenant of the same ship, he was promoted to the command of the *Advice*. This appears to have been his last appointment.

**KEENE, John**,—was made lieutenant of the *Dover* in 1668. In 1670 he was advanced to be first lieutenant of the *Assistance*. In a very short time afterwards he was promoted to be captain of the *Welcome*. In 1673 he was advanced to the *Stavoreen* Dutch prize, and was from thence very soon removed into the *Yarmouth*.

**LONDON, Richard**,—served as lieutenant of the *Old James*, and afterwards of the *Royal James*, in 1665. In 1667 he was appointed to the same station on board the *Monmouth*; and was again removed, in 1669, into the *Resolution*. In the following year he was promoted, by sir Thomas Allen, commander-in-chief in the *Streights*, to command the *Guernsey*, as successor to captain Allington who was killed in the action with the *Algerines*. In the following year he was promoted to the *Montague*, and in 1672 was removed into the *Norwich*. He long continued commander of this ship, as we find him, in the month of April 1675, on the Irish station, bringing into Kinsale the *St. Peter* of *Hamburgh*, a part of whose crew had mutinied and possessed themselves of the vessel, after having murdered the captain. We do not find any mention made of captain London after this time.

**STEELE, John**,—is known only as having been appointed commander of the *John* (probably an hired vessel of war) in 1670.

**WRIGHT, Lawrence**,—was appointed lieutenant of the *Baltimore* in 1665, of the *Royal Charles* in 1666, the *Constant Warwick* in 1667, and of the *Old James*, the *Victory*, and the *Sovereign* in 1668. The first war with Holland having been concluded some time before, and the prospect of a fresh one with France totally disappearing soon after, Mr. Wright continued unemployed upwards of twelve months; but in the beginning of the year

year 1670 was appointed lieutenant of the Newcastle. When this ship was, in September following, ordered to the Streights, Mr. Wright was promoted to be first lieutenant of the Mary; and being soon afterwards removed into the Prince, was, before the conclusion of the year, promoted to the command of the Nonfuch\*. On the 7th of January 1672 he was removed into the Antelope; and again, on the 28th of January 1675, into the Phoenix. A rupture with France being again expected, he was, on the 27th of March 1678, appointed second captain of the Charles under sir John Holmes, who had the day before hoisted his flag on board her as rear-admiral of the fleet ordered to be equipped to observe the motions of the enemy. The impending storm of war again giving way to the serenity of peace, and the fleet being consequently dismantled, captain Wren was made commander of the Unicorn, a guardship at Chatham. On the 27th of May 1679 he was appointed to the Reserve, and sent, with captain Talbot in the Mary rose, to convoy out our Newfoundland fleet. This ship being paid off on her return, captain Wright had no farther command till the 19th of June 1682, when he was appointed to the Mary yacht. Immediately after this time he experienced two very rapid removals, the first, on the 29th of July following, into the John and Alexander; and again, on the 8th of August, into the Golden Horse. After the accession of king James he was re-appointed, by that monarch, to his old ship, the Mary yacht. On the 6th of March 1686-7 he was removed into the Foresight. The duke of Albemarle being appointed governor of Jamaica, captain Wright was made captain of the Assistance, the ship destined to convey his grace to the West Indies. They failed on the 12th of September, and, after some detention by contrary winds, arrived safe at Jamaica. The duke did not long survive his arrival; and captain Wright, who had carried him, when living, to his government, had also the melancholy honour of conveying his dead body back to England. He arrived at Plymouth on the 22d of

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\* In an official paper, presented to the house of commons by sir R. Rich, on the 2d of February 1698-9, we find him not to have taken rank as captain till the 8th of February 1672.

May 1689, and found the political state of England wonderfully and happily altered, since the time of his departure from England; James the Second, his former sovereign and original patron a fugitive and in exile, and his place, as it is well known to all, supplied by the prince of Orange, now almost universally acknowledged king of Great Britain, by the name of William the Third. Thoroughly acquiescing in this change, he was immediately and cordially received into the favour of his new sovereign, and on the 21st of December following was appointed captain of the *Mary* of sixty-two guns, and commodore or commander-in-chief of an expedition sent to the West Indies, for the better security of our own possessions in that part of the world, and the greater annoyance of the French who had long since commenced hostilities, under pretence of supporting the shattered cause of the banished monarch. The squadron, consisting of eight small ships of the line, two frigates, two fireships, and a ketch, did not sail from Plymouth till the eighth of March; but, notwithstanding commodore Wright was encumbered with a numerous fleet of merchant ships, which, together with his squadron, were dispersed in a gale of wind soon after they cleared the Channel; and although many of his ships had sustained considerable damage in their masts and rigging, they arrived in safety at Barbadoes on the 11th of May, but with crews much diminished by sickness and fatigue. The recovery of his people was, of course, the first thing to be attended to by the commodore. This being accomplished, and a considerable body of volunteers raised in aid of the expedition at all the different islands in the possession of the English, the armament sailed from St. Nevis on the 19th of June, and arrived at Frigate's Bay, in the Island of St. Christopher's, the first destined object of their attack, on the following day. The troops being landed on the 21st, about one in the morning, possessed themselves of the enemy's entrenchments by noon the next day, after two smart conflicts, in which the English lost one hundred and thirty men killed and wounded. About eleven the following day commodore Wright got under weigh with his squadron, intending to attack the town and forts of Basseterre; but the French saved him that trouble by abandoning both on his approach, and retreating

tiring to the mountains after having first set the town on fire. A considerable part of it was, however, happily preserved. With this good omen of future success the fleet sailed on the 24th to assist in the farther reduction of the island, and in the evening anchored in Old Road. On the 30th the principal fort, which still remained in the possession of the enemy, was invested in form by the army; and on the following day commodore Wright proceeded, with seven of the two decked ships of his squadron, to cannonade the front next the sea, in order to create a diversion that might facilitate the operations on shore. As they were not able to use their lower tier, and the upper deck guns producing but little effect against the walls of the fort, this mode of assault was afterwards discontinued. But the attack by land, seconded by the assistance of the fleet, from which a large body of seamen had been landed with artillery for the batteries, was pushed on so briskly, that the enemy desired to capitulate on the 12th, and finally delivered up the fort on the 16th. After this speedy conquest commodore Wright, having taken on board a detachment of the army under sir Timothy Thornhill, sailed for St. Eustatia, where the troops were landed on the 19th. On the 20th the enemy desired a parley to settle the terms of capitulation; but it was very quickly broken off on account of their extravagant demands. The *Mary*, on board which ship commodore Wright himself was, together with the *Success*, the *Princess Ann*, and the *Bristol*, having anchored within gun-shot of the fort on the 21st, and a battery on shore being completed on the 23d, the enemy a second time begged a truce, and on the 25th surrendered the fort and island, on the same terms that had been granted at St. Christopher's without a gun being fired on either side. Thus far the commodore is allowed, on all hands, to have behaved with the most becoming spirit, prudence, and activity. On the 26th the squadron returned to St. Christopher's; and having taken on board the guns which had been landed for the batteries, raised against Charles fort, it was determined, in a general council of war, that, as the hurricane season was now fast approaching, and the army considerably weakened by sickness, offensive operations should be discontinued till the troops were, in some degree, recovered, and the weather became  
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more favourable to any future enterprize or expedition they might undertake. In pursuance of this resolution, than which, considering all the circumstances, nothing could have been more proper, the fleet sailed on the 2d of August for Antigua, where, having landed the soldiers, and put them into proper quarters of refreshment, it departed for Barbadoes and arrived in perfect safety on the 13th. The soldiers being considerably recovered, and the proper season approaching for re-commencing their operations, the fleet returned to Antigua on the 6th of October. Disappointed in his hope of meeting general Codrington there; captain Wright sailed for St. Christopher, where it was determined, in a council of war purposely held, to attack Guadaloupe without delay. While the necessary preparations were making for the expedition, he very unexpectedly received orders to return to England with a considerable part of his Squadron.

Arriving at Carlisle bay, in Barbadoes, on the 30th of December, he began to put his ships in the best state for return his resources would permit him; but ere he had procured a sufficient quantity of provisions for that purpose, and of which he was, on his arrival, much in want, second orders arrived revoking those he had before received for his return, and directing the farther prosecution of his before intended enterprize. His Squadron was by this time much reduced both in numbers and in its state of equipment: he had been obliged to send two of his ships to Jamaica, and two more, by different routes, to convoy two separate fleets of merchant ships to England, so that it now consisted of no more than six ships of war and a fireship, all which, except the latter, had received considerable damage, from the length of service since they had been docked, from tempestuous weather, and from the enemy\*. To repair this diminished force, the commodore, who, at least at this period of his command, appears

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\* The Mary (the commodore's ship) of sixty-two guns, had sprung her fore-mast: the Assistance of forty-eight, had lost the head of her main-mast by a twenty-four pound shot, and was leaky: the Bristol of the same force, had sprung her fore-mast and was also leaky: the Tyger of forty-six guns was under a jury-main-mast: and the Hampshire and Antelope, of the same force, had both of them sprung their main-masts.

to have been actuated by a truly honest zeal for the honour of his country, hired into the service six stout merchant ships, one of which mounted forty guns, two six-and-thirty, and three thirty guns each. On the 12th of January a fleet of victuallers arrived under convoy of the Jersey. With this reinforcement and relief he sailed for Nevis and the Leeward islands on the 12th of February; but a misunderstanding, which is said to have arisen between general Codrington, the commander-in-chief by land, and the commodore, proved the bane, the destruction of the whole enterprize. In consequence of the delays occasioned by it, the squadron did not proceed on the expedition till the 21st of March, and it having been resolved, in a council, to attack first, the small and insignificant island of Marigalante, which lay near Guadeloupe, nine hundred men were landed upon it under the command of colonel Nott, who having quickly possessed themselves of the town and fort, ravaged the country, and lived, as it were, upon free quarter for some days, till the arrival of general Codrington, when it was resolved to resume the attack on Guadeloupe in good earnest. The troops accordingly reembarked on the tenth of April, and on the 21st of the same month, made good their landing at the place of their destination. Their progress, however, owing to the superior strength of the enemy, and the different face of the country, which was remarkably well adapted to obstinate defence, was not so unopposed and rapid as it had been at Marigalante. They had made but little impression when it was currently reported, on the 14th of May, that eleven French ships of war, under the command of a rear-admiral, had arrived off the island. Commodore Wright, out of condition as his ships were, instantly put to sea in search of the enemy, and got so near them as actually to chase, for a considerable time, six ships, among which was that of their commander-in-chief. The French ships, being just off the Ground, escaped by their superiority in sailing. The appearance of this squadron \*, which was supposed to be that of Mons.

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\* It is asserted by some that this force was afterwards found to consist of only two ships of the line, the rest being frigates, transports, and other small vessels.



De Caffé coming from Martinico to the relief of Guadaloupe, necessarily induced the convocation of a general council, in which it was unanimously agreed to abandon the idea of future conquest and quit the island. This was accordingly done in the course of the ensuing night, and commodore Wright, after the escape of the French, having bore up for Marigalante, a second council was called, both of land and sea officers. In this it was resolved, in consequence of a sudden and malignant distemper having broke out among the ship's companies and soldiers, as well as the general ill-equipment and inferior force of the squadron, when compared to that of the French said to have newly arrived from Europe, that all the ships should return to Barbadoes except the Antelope and Jersey, which were sent to convoy general Codrington, and part of the troops, to Antigua. Commodore Wright, in a very few days after his arrival in Carlisle Bay, was seized with a violent indisposition, which, according to the opinion of his physicians, rendered it indispensibly necessary for him to return to Europe. This malady has been, by some persons, treated as a mere pretence to quit a command, in which his latter inactivity is said to have exposed him to much censure.

The depredations committed on our commerce by the French privateers, during the time commodore Wright was in the West Indies, appear to have first roused and afterwards cherished those complaints, which, in all probability, caused him to be laid aside, after his return to England. If these had constituted the only part of the charge against him, loud as they might have been, it is reasonable to suppose they would not have been successful; but it appears rather hard to make a charge of neglect against a commander sent on a particular expedition, and to which he is confined, by his orders, principally to attend, because the enemy is too successful in injuring our commerce by the piratical warfare committed by petty privateers. An injury effected at a distance where it is impossible for him to extend his protection, without abandoning, or, at least, neglecting the service on which he was specially sent. It is certain, indeed, a considerable misunderstanding latterly prevailed between the general and himself; such an accident is always detrimental, and, not unfrequently,

quently, fatal to the enterprize. On these occasions it is certain one of the parties must always be to blame, and the voice of the people generally makes sure of not suffering the guilty person to escape, by condemning both. Lediard has inserted two letters, one from a colonel Farmer, the other from a Mr. Reid, both of whom appear to have been members of the council at Barbadoes. They are both very warm, and, indeed, violent in their censure of Mr. Wright; but, from many expressions, we are led to believe their opinions too much warped by personal losses, or some other private cause, to place an implicit confidence in the candour and justice of their charges\*. It has been said, but without the smallest foundation, far as we have been able to discover, that the commodore was put under an arrest soon after his return to Carlisle Bay, and sent home a prisoner. There remain not the smallest traces of any trial, or even enquiry into his conduct, which most certainly would have taken place had the former part of the story been true. The only punishment that was inflicted on him for his supposed inactivity was, that he was no longer employed. He, however, was continued on the list of naval commanders, and on the accession of queen Anne, in 1702, was appointed commissioner of the navy, resident at Kinsale; and after continuing there many years with much credit, was, in 1713, appointed an extra commissioner of the navy in England. He is said to have died at Chatham, but in what year is not positively known. After all the various charges thrown out against this gentleman, it probably would have been nearer truth to have imputed the most offensive part of his conduct to want of ability, rather than wilful neglect; and to have said that his highest crime was undertaking a charge too extensive for men possessed not of the soundest, and most penetrating judgment.

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\* "Though great matters were talked of here, before he (the commodore) went, as of taking and destroying all the French islands in a short time; yet talking is all that has hitherto been done, except the taking a small sloop-boat."—Ext. Col. Farmer's Letter.

"Our admiral, of whom we are like to be happily rid, has been extremely slothful in their majesty's service."—Ext. Mr. Reid's Letter.

1671.

**BESTON**, William,—is to be remembered only as having been appointed commander of the Assurance, a fifth rate of forty guns, in the year 1671.

**DAY**, Richard,—was appointed lieutenant of the Gloucester in 1664, of the Montague in 1668, and the Assurance in 1670. In 1671 he was promoted to the command of the Bezan ketch. On the 16th of January 1677-8, he was appointed captain of the Merlin yacht. His name does not again occur.

**FRIEND**, Richard,—is known only as having commanded the Ann of Portsmouth, hired ship of war, in 1671.

**HURST**, —.—The name of this gentleman occurs as commander of the Revenge in the year 1671. At the time this ship returned from the Streights with sir Edward Spragge, his name is not inserted in the list of naval commanders, nor are we acquainted with any farther particulars relative to him; but our certainty of his having commanded the ship above-mentioned, warrants us in the insertion of his name here.

**LE NEVE**, Richard,—was a gentleman probably of French extraction. He served as lieutenant, first of the Lyon and afterwards of the Centurion, in 1666. He served in the same station on board the Yarmouth in the year 1668, and in the following year on board the Swallow. In 1671 he was made captain of the Phoenix; from which ship he was, in 1672, removed into the Plymouth, and was in the following year promoted, by prince Rupert, to command the Edgar. He did not long survive this mark of his highness's favour; but gallantly proving how well he had merited his patronage, was unfortunately slain in the engagement with the Dutch fleet, fought on the 11th of August in the same year. He was buried in Westminster-abbey, where a neat monument was erected to his memory bearing the following inscription,

scription, a modest, and, at the same time, elegant abstract of his naval life and Character.

Here lyeth the body of  
 RICHARD LE NEVE, Esquire,  
 Who, after several engagements for his majesties service,  
 Wherein he behaved himself with honour and applause,  
 Being appointed commander of his majesties ship  
 The EDGAR,  
 Was unfortunately killed in the flower of his age,  
 Being but 27 yeares old,  
 After he had signalised his valour, to admiration,  
 In that sharp engagement with the Hollanders,  
 Which happened on the 11th of August 1673.

NUGENT, Dominick,—was appointed lieutenant of the Lyon in 1665; and, in 1668, was removed into the Revenge, at that time sir Edward Spragge's flag ship, as commander-in-chief in the Downes. When sir Edward was, in the following year, appointed vice-admiral of the fleet intended to be sent to the Mediterranean under sir Thomas Allen, he procured Mr. Nugent, of whose abilities he had formed great expectations, to be appointed his first lieutenant. The execution of the meditated attack on the Algerine shipping in Bugia Bay, on the 2d of May 1671, was confided to him by his admiral; and, notwithstanding the failure of the attempt, he appears to have proved himself, in every respect, worthy the trust reposed in him. All the boats of the fleet, together with the Eagle fireship, were put under his command. The hour fixed upon for the attack was twelve o'clock at night. It being excessively dark, and the high land, under which the ships lay, preventing their being distinctly seen, the boats rowed past them; but lieutenant Nugent quickly finding he had overshot his object, resolved to proceed with his boats only, and leave the fireship without, till he had more accurately discovered where should be his point of attack. On his quitting the fireship he left positive orders with her commander to come to an anchor, in case he should find himself in shoal water. He had scarcely quitted her a minute when he found himself within pistol shot of the enemy. Instantly returning to the Eagle he found her, to his utter amazement, set on fire. This  
 mistake,

mistake, or accident, for it is not decided to which of these causes it is to be attributed, having alarmed the enemy, annihilated every prospect of success, and Mr. Nugent was compelled to row off with the utmost expedition. Thus, as Campbell observes, did this promising advantage vanish, which had given hopes of burning all the Algerine ships without the loss of a man. The conduct of Mr. Nugent, through the whole business, having been thoroughly approved of by his admiral, he was appointed commander of the Advice; and this ship having returned to England for repair soon after, he was re-appointed to her, when completed, on the 13th of January 1672. In the following year he was promoted, by prince Rupert, to command the Fairfax. This ship being put out of commission soon after, in consequence of peace being concluded with the Dutch, he had no farther appointment till the 30th of January 1677-8, when he was made commander of the boats at Chatham. On the 29th of July 1682 he was appointed to the Thomas and Catherine. He was removed from this ship on the 8th of August following into the John and Alexander\*. On the 11th of June 1685 he was made captain of the Charles galley; his commission having been revoked soon after, he was re-appointed to the same vessel on the 30th of August following, and was removed into the Reserve on the 27th of the ensuing month. After this time we have no account of him.

PEARCE, Edward,—was, in 1671, made commander of the Portsmouth sloop; from which vessel he was, in the following year, promoted to the Roebuck; and, in 1673, removed into the Nightingale, as successor to captain Harris. He was unfortunately lost, on the Goodwin Sands, in a violent storm which happened on the 16th of January following. Captain Pearce had the day before captured a Dutch privateer of twelve guns, which was lost, together with his own ship. Thirty of the seamen, with the lieutenant, and about the same number of Dutchmen, were, notwithstanding the violence of the gale, saved by the intrepidity and perseverance of the boatmen from Margate.

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\* Both which were, in all probability, hired ships of war.

**ROWLANDSON, Francis,**—was appointed commander of the *Lenox* in 1671.

**TEMPLE, John,**—was the only son of Peter Temple, of Temple in the county of Leicester, who was lineally descended from Leuric, or Leofric, earl of Chester, and the famous lady Godina. He was appointed lieutenant of the *Houfe de Switen* as early as the year 1660. We find nothing farther of him till the year 1665, when he was made lieutenant of the *Constant Catherine*. He was not promoted to the rank of commander till the year 1671, when he was appointed to the *Drake*. Early in the following year he was removed into the *Mermaid*, and had the good fortune, in the month of August, to capture a very valuable Dutch prize off the *Texel*. On the 9th of August 1673, he was appointed commander of the *Adventure*. We hear nothing more of him till the 29th of March 1675, when he was made captain of the *Quaker Ketch*. He did not, however, retain this command long, being promoted to the *Dartmouth* on the 22d of April following. On the 10th of March 1677-8 he was appointed captain of the *Jersey*; and, on the 19th of June 1680, of the *Sweepstakes*. He had no farther appointment till after the accession of king James the Second, when he was, on the 11th of June 1685, made commander of the *Mary Rose*. We have been able to learn no farther particulars relative to this gentleman, except that, on the 6th of September following, he was re-appointed to the same vessel\*.

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\* The name of John Temple occurs in the navy list on the 11th of September 1689: we cannot decide whether he is the same gentleman. The name of the ship to which he was appointed is not given, nor are any farther particulars given relative to him, except that, in the margin, there is the following memorandum, "*never had post.*" which may probably mean that he never was employed as a post captain after the revolution.

1672.

**ANDREWS, Thomas,**—was appointed lieutenant of the *Princess* in 1670. In 1672 he was made commander of the *Katherine* fire-ship, and in the following year was removed into the *Falcon*.

**ARCHER, John,**—was, in 1672, made captain of the *St. Andrew* of sixty-six guns, and was re-appointed to the same ship in the following year.

**BIRD, Matthew,**—was appointed, by prince Rupert, commander of the *Leopard* fire-ship in 1672.

**BIRCH, Augustus,**—was, at the same time, made captain of the *Royal Escape*.

**BORTHWICK, Richard,**—was appointed commander of the *Speedwell* in 1672. On the 18th of September 1677 he was taken, by sir John Narborough, at that time commander-in-chief in the Mediterranean, to be first lieutenant on board his ship, the *Plymouth*. The admiral was so well satisfied with his conduct, that he promoted him, on the 8th of October following, to be commander of the *Pearl*. He had no other appointment till the 1st of June 1681, when he was made commander of the *Gloucester* hulk. On the 29th of July following he was removed into the *Castle* guard-ship; and, on the 9th of June 1685, was re-appointed, by king James the Second, to command the same vessel.

**BOSWELL, Edward,**—was appointed commander of the *Little Lyon* fire-ship in 1672.

**BURDICK, John,**—commanded the *Dartmouth* fire-ship in 1672.

**BURTON, Casibe Cain,**—was made lieutenant of the *Warspight* in 1666, of the *Reserve* in 1668, of the *Greenwich* in 1670, and of the *Warspight* in the beginning of the year 1672. He was very soon promoted to the command of the *Drake*, and before the conclusion of the same year was removed into the *Holmes*. On the 13th of November 1673 he was made captain of the *Hampshire*;

shire; and, lastly, on the 15th of June 1674, of the *Cassle* frigate.

CANNING, George,—was appointed lieutenant of the *Ruby* in 1668, and of the *Kent* in 1669. In 1672 he was promoted to the command of the *Sweepstakes*, and was soon afterwards removed into the *Diamond*. In the month of September 1673 he was made captain of the *Portland*. We hear no more of him till we find him appointed, in the year 1677, to the *James* galley frigate. He was unfortunately slain, on the 28th of October in the same year, in an engagement with an Algerine frigate\*.

CHAMBERLIN, Thomas,—was appointed, by prince Rupert, commander of the *Dragon* frigate in the year 1672, and greatly signalised himself, on the 25th of September in the same year, in an action with two Dutch privateers. Captain Chamberlin was laying, with a fleet of merchantships under his convoy, under the *Berry Head*, when the enemy's ships, one mounting eighteen, the other twenty-four guns, stood in towards him, in hopes of securing some of the ships under his charge. Cham-

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\* In justice to his, as well as captain Hamilton's, gallantry, we have thought it necessary to insert the following account of the action, as given in a letter from Cadiz, dated Nov. the 3d, 1677.

“ The 28th past the Portsmouth frigate gave chase to an Algerine man of war, mounting thirty-eight or forty guns, but could carry fifty. Their firing gave the alarm to the other frigates that were at anchor in Tangier Bay, who immediately put themselves under sail. The Algerine was one of the best sailers those people had: she was commanded by a renegado of Lubeck, and, in all probability, would have escaped, had it not been for the diligence and bravery of captain Canning and captain Hamilton, commanders of the *Charles* and *James* frigates, who, coming up with the Turk, laid him both on board. The Turks being made desperate by the encouragement of their captain, who, as a renegado, could expect no quarter, and by the force of brandy, of which they had as much as they would drink, a cask being lashed to the main-mast, maintained the fight stoutly: but the English soon obliged them to quit their upper deck and betake themselves to their gun deck, which they maintained about an hour longer: and when all their great guns were dismounted, and they could make no more use of their small shot, they threw cannon shot out of their gun-holes into the English boats, which hurt some of our men. The Turk being taken, the captain and above one hundred and sixty men were found slain, and a great many wounded. Of the English, captain Canning was killed, and about twenty or thirty men killed and wounded.”



berlin immediately got under weigh to meet them. The engagement began about four o'clock in the afternoon; but after two or three broadsides, one of the privateers having received considerable damage, fell to leeward. The Dragon having now only one antagonist to contend with, would soon have captured her, but that night quickly coming on, with very thick weather, she cut away her boat, and by crowding all the sail she could carry, effected her escape. Captain Chamberlain now bore down upon the disabled consort, who was still laying at a small distance to leeward. The Dutchman rendered, as it should seem, desperate by the flight of his companion, refused to submit, but was quickly punished for his too desperate rashness, being sent to the bottom in a very short time after the action had re-commenced. In the following year the operation of the Test Act unfortunately deprived his country of captain Chamberlin's future service. Having been bred a Catholic, and continuing very steadfast in that persuasion, he chose rather to quit his profession than his religion.

**COLLINS, Richard**,—was appointed to the Robert fire-ship in the year 1672.

**DAWSON, Matthew**,—was made commander of the Success fire-ship in 1672; he was from thence removed into the Thomas and Edward fire-ship in 1673. He had no farther appointment till the 7th of May 1678, when he was made commander of the Spanish Merchant, also a fire-ship.

**ERNLEY, or ERNLE, sir John**,—was made lieutenant of the Rainbow in 1664, of the Hampshire in 1670, and of the Rupert in 1671. This last commission was conferred upon him by sir Edward Spragge, under whose command he at that time was, in the Mediterranean. He is said \* to have been appointed comptroller of the navy on the 23d of June in the same year, as successor to sir Thomas

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\* An appointment almost too singular to be credited, in the instance of an officer so young in the service: the fact, however, is so, unless it be proved, (and we have not, as yet, been able to discover any thing to induce such a supposition,) that there were two persons of the same name, and rank existing at that time. We find a sir Walter Ernley, of New Sarum, Wiltshire, created a baronet on the 2d of February 1661, probably the brother of this gentleman.

Allen, with a salary of 500*l.* a year. He was about this time promoted to the command of the *Dover*; from which ship he was, before the conclusion of the year, removed into the *Revenge*. When prince Rupert was, in 1673, appointed admiral and commander-in-chief of the fleet, he promoted sir John to be captain of the *Henry* a second rate, a mark of favour he very soon after proved himself to have highly deserved, being one of the thirteen brave commanders who, towards the latter end of the engagement with the Dutch, on the 11th of August in the same year, supported his new patron in a most distinguished manner, when attacked by De Ruyter with his whole division, and as many other ships as he could collect from Banckert's squadron, which the inactivity of the French had suffered to reinforce him. The war ended, as it were, with this action. On the 21st of July 1674 he was appointed commander of the *Fore-sight*. We hear nothing farther of him till the 2d of April 1677, when he was made captain of the *Woolwich*; and, on the 14th of September following, was nominated one of the commissioners for executing the office of lord high admiral\*. Notwithstanding he held this elevated office, he withdrew not from the naval service, as we find him, on the 28th of October, one of the captains under the command of sir John Narborough on the Mediterranean service. He returned from thence the following spring, and arrived at Portsmouth on the 19th of March, with a few ships only under his convoy, the fleet having been dispersed by a violent gale of wind it encountered in the bay of Biscay. No other remarkable circumstance occurred during the passage, except that he had the good fortune to re-take a very valuable ship, called the *Bridgewater Merchant*, which had a short time before fallen into the hands of the Algerines. Immediately on his arrival he was removed into the *Defiance*, and returned to his old station. The latest information we meet with relative to him, as a naval officer, is, that he arrived in the Downs on the 29th of May, with a convoy from the Straights. We find a fir

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\* In some lists, particularly that published by Beaton, he is styled sir John Ernley, bart. but no such addition is given in a list we have perused, for the authenticity of which we can fully vouch.

John

John Ernley, knight, appointed, about this time, one of the commissioners for executing the office of lord high treasurer. We believe him to have been the same person, and for that reason shall proceed with the detail of his civil employments. On the resignation of the earl of Essex on the 19th of November following, and the consequent promotion of Lawrence, lord Hyde, second son of the famous earl of Clarendon, to be first commissioner, Sir John Ernley was raised to the very elevated station of chancellor of the exchequer, a post he continued to hold till the revolution, and without incurring censure from either party, which, considering the temper of the times is certainly no small matter of praise. We are ignorant of the time of his death.

FITZGERALD, —, — was made commander of the *Nonfuch* in the year 1672.

GALLOP, George, — having served as lieutenant of the *East India Merchant* in 1664, the *Portsmouth* in 1665, and the *Centurion* in 1668, was made commander of the *Thomas and Francis* (probably an hired vessel converted into a fireship) in 1672.

GARDINER, Thomas, — was made lieutenant of the *Tyger*, and soon afterwards of the *Henry*, both which appointments took place in the year 1666. In 1668 he served, in the same post, on board the *Bristol*. In 1672 prince Rupert, who having been originally his patron, had raised him to the rank of lieutenant, promoted him to be commander of the *Barnaby*. In the following year he was removed into the *Faulcon*, and from this ship into the *Assistance* \*. We find him, in the month of April 1679, at Naples, with a small convoy bound to Messina. He died in the following month at Gallipoli.

GELDING, Isaac, — was appointed commander of the *Hardareen*, a Dutch prize, fitted as a fireship, in 1672, and before the conclusion of the year was removed into a vessel called the *new sloop*, no other name being given to her.

GREEN, William, — was made captain of the *Hamborough fireship* in 1672, and was re-appointed to the same vessel in the following year.

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\* On the 5th of November 1677.

GRIFFITH, Richard,—served as lieutenant of the Greenwich, and afterwards of the Portland in the year 1668. On the commencement of the second Dutch war he was promoted to the command of the Holmes; in the following year of the Hampshire; and, on the 24th of March 1673-4, of the Castle frigate. On the 13th of June following he was removed into the Diamond. From this time, to the 12th of November 1677, we hear nothing of him. He was at that time made commander of the Jersey; and was, from thence, removed into the York on the 12th of April following.

GRIST, William,—was made commander of the Katharine hospital ship in 1672, and again appointed to the same ship in the year following.

HADDOCK, Richard,—was, most probably, the son of Andrew Haddock, next brother to sir Richard, whose memoirs have been already given\*, so that it is needless to add any thing farther relative to his family. His first command in the navy appears to have been that of the Thomas and Ann fireship, to which he was appointed in year 1672. Among the papers belonging to the family is a letter of sir Richard's, in which he takes notice of his *brother Andrew's* having received an hundred pounds for *burning his fireship well at the Solebay fight*. Sir Richard has, undoubtedly, committed a mistake, or rather omission, of the word "*son,*" which are wanting to explain fully who this Richard Haddock was. As to Andrew, he does not appear ever to have been in the navy, and the Thomas and Ann fireship was certainly commanded by a captain *Richard* Haddock at the time of the Solebay fight. In this engagement his gallantry, very probably, procured him the reward above related, together with a small gold medal still in the possession of the family, which is supposed to have been bestowed on the same person, and on the same occasion. In the year 1673 he was made, by prince Rupert, commander of the Ann and Christopher fireship. He had no farther appointment till the 9th of April 1677, when he was made captain of the Quaker ketch. We find nothing farther of him till 1690, the year in which sir Richard was consti-

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\* P. 229.

tuted one of the joint-admirals commanding the fleet. Captain Haddock was then appointed, in succession, to be captain of the Charlotte yacht, the Grafton, and the Saint Andrew. He, in all probability, died or retired from the service soon afterwards.

HARMAN, Thomas,—had, perhaps, greater and more frequent opportunities of distinguishing himself through a very short naval life, than probably ever fell to the lot of an individual in the same space of time; a life rendered splendid by a continued series of noble acts, and which finished at last with the highest glory. He was appointed lieutenant of the Adventure in 1671, and in the following year was promoted to the command of the Tyger frigate. The first memorable action we find him engaged in, was while captain of this vessel, and employed as convoy to a fleet of colliers. He was attacked by eight large Dutch privateers; and what rendered the preservation of his convoy a matter of still greater moment than their intrinsic value, was an almost unparalleled scarcity of coals under which London, whither his fleet was bound, at that time laboured. Notwithstanding the amazing disparity of strength the gallantry of captain Harman prevailed over the numbers of his adversaries; and he had the happiness of carrying the whole fleet under his charge, in safety into the Thames. The memory of this exploit is still preserved in the anti-chamber to the council-room at Greenwich hospital, by a large picture, evidently painted soon after this time, and presented by his descendant Philip Harman, Esq. After his ship was refitted he was sent to the Mediterranean, where he signalised himself in an encounter, if possible, still more memorable than the former. The action itself has been too remarkable to be forgotten by historians; but the detail has been given in their own language, which, though in point of title it may have improved on the original account given in the simple, unadorned narrative which characterised the time, must evidently fall short of it in an interesting light, when this is considered as a faithful record made of so brilliant a transaction\*. On the 13th of June 1675, he was  
removed

\* "Cadiz, March the 7th, 1674. The vice-admiral of young Everzen's squadron, the Schaherlacs of thirty-six guns and one hundred  
and

removed into the Saphire, still remaining stationed in the Mediterranean, which was then become the principal, and, indeed, only scene of enterprize, since peace had been concluded with the Dutch. We find him at Genoa in the month of January 1676. In the month of August

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and forty men, Paschall de Witt commander, having lain cruising for three days in sight of this place, on the 22d of February returned into port again; and some few hours after captain Harman, in the Tyger, arrived from Tangier: upon which there was suddenly spread a report, about town, that the Dutchman left his station fearing to meet the English frigate; which obliged Evertson, who was then careening in the bay, to advise captain De Witt, that there was no better redress for his honour than to challenge the Englishman; which being so resolved, he made all possible preparation against the next day; and, besides his own compliment, was furnished from his admiral's own ship with two lieutenants and seventy soldiers, and about sixty seamen more out of the other ships, which made him two hundred and seventy strong. The Tyger, who had aboard only one hundred and eighty-four men, observed all these preparations, and put herself into the best disposition she could for the encounter; and both, next morning, went, in view of the inhabitants of this place, about a league distance out of the bay. They got up with one another, giving their broadsides within half pistol shot; that from the Tyger being so well directed, that it disabled his adversaries top-sail-yard, killed and wounded eighty men, without any considerable damage to himself; and immediately laying him on board at the bow, after half an hours dispute, which was desperate and bloody, entered his men and made him surrender; and so returned with the universal acclamations of the people. The prize was miserably torn and shattered, with the Dutch ensign under the English, to the great admiration of all that saw it: the enemy having lost one hundred and forty men besides eighty-six wounded; and the English losing, on their part, but nine; four of whom were unfortunately killed by the splitting of one of the lower deck guns, and fifteen wounded, amongst whom is the captain himself, who received a musket-shot, under his left eye, which came out between his ear and jaw-bone; but there are good hopes of his recovery." There is a picture of this action also, in the anti-chamber of the council-room at Greenwich hospital, and probably painted by the same person who executed the other. The peace was actually concluded between Holland and England at the time this action took place; and the respective commanders were assured, though not officially, of this circumstance. Campbell therefore makes the following remark on this transaction. "Thus the maritime powers, though their interest was, and ever must be the same, did their utmost, from *false* motives of honour, to destroy each other, and answer the ends of their common enemy; till the voice of the people, both in England and Holland, roused their governors to a just sense of their common danger, and procured thereby an alliance, which has lasted ever since."

1677, he captured an Algerine frigate called the *Date Tree*; and death unfortunately put a period to his gallantry soon afterwards\*, in a contest with a large man of war belonging to the same piratical state. The *Saphire* mounted thirty-four guns; the Algerine, which was called the *Golden Horse*, forty-six; she was manned with a chosen crew; and being one of the finest ships in their navy, was commanded by the Dey's son, a man of approved intrepidity and conduct. Notwithstanding these powerful advantages the Turk wished to decline the contest, and endeavoured to escape. His attempt was vain. The *Tyger* closing with her antagonist, captain Harman was shot through the reins, of which wound he soon after died. Thus did he close a life of brilliant exploits, in which each act of gallantry rose, as it were, progressively beyond that which had preceded it, so that the fame he acquired by his death nearly obscured that which he had gained in his life. To add, if possible, to the misfortune, the *Tyger* having lost her main-mast almost at the same instant her commander fell, the Algerine seized that opportunity of effecting her escape.

HEATHCOTE, John,—was appointed commander of the *Golden Hand* in 1672.

HOBBS, William,—was appointed commander of the *Levant Merchant* in 1672, and of the *Andalusia* on the 14th of April 1678.

HORNE, Count,—was descended from a noble Swedish family; and having entered into the navy was made lieutenant of the *Revenge* in 1671. He was removed from thence, into the same station, on board the *Rupert* in 1672. In the course of the same year he was promoted to the command of the *Constant Warwick*; and early in 1673 was removed, by prince Rupert, into the *Henrietta*. It is most probable he died soon afterwards, as, in the month of August following, the *Henrietta* was commanded by captain Worden; and it does not appear captain Horne was ever appointed to any other ship.

KIGIVEN, or KACGIVEN, Richard,—was made lieutenant of the *Sancta Maria* in 1665. He was not promoted to the rank of commander till the year 1672, when

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\* On the 10th of September 1677.

he was appointed to the *Eagle* fire-ship. We meet with nothing farther relative to him, nor does he appear to have been again employed till after the revolution. At length, on the 17th of May 1689, he was made captain of the *Reserve*: from this ship he was, soon afterwards, removed into the *Assistance*, and was sent to the West Indies in the month of March following under the orders of commodore *Wright*. At the attack made on the island of *St. Christopher's*, on the 21st of June, he highly distinguished himself as colonel-commandant of the marine regiment, formed of volunteers and sailors from the fleet, to assist the operations of the land forces. He was unfortunately wounded by a musket ball, in the thigh, during the assault made on the town of *Basseterre*, and died before he could be removed on board his ship.

*KILLEGREW*, Henry, — was the grandson of sir *Robert Killegrew*, of *Hanworth* in the county of *Middlesex*. The family is remarkable on three accounts, its loyalty, its wit, and its longevity. Henry having entered into the navy was made lieutenant of the *Cambridge* in 1666. From this ship he was removed to the same station, on board the *Saphire*, in the following year; and, in 1668, to the *Constant Warwick*. The peaceable disposition of surrounding nations preventing the exertion of that spirit of enterprise which characterises the brave, and is the certain forerunner of promotion and eminence, *Mr. Killegrew*, as well as many other of his gallant contemporaries, was not raised to the rank of commander till after the second commencement of hostilities with the *Dutch*. On the 9th of January 1672-3, he was appointed commander of the *Forester*; and, in the course of the following summer, was removed, first into the *Bonadventure*, and afterwards into the *Monk*. On the 9th of March 1674, he was made captain of the *Swan* prize; on the 22d of April 1675 of the *Harwich*; and soon afterwards, on the death or resignation of captain *Worden*, of the *Henrietta*.

On the 7th of January following he was made captain of the *Bristol*; and was removed, on the 27th of March, into the *Royal Oak*. On the 14th of January 1678-9, he was made commander of the *Mary*; and returning from the *Mediterranean*, on which service he had been stationed many years, arrived at *Plymouth* on the



the 11th of June 1679, with a small convoy. On the 3d of January following he was removed into the *Leopard*; and again, on the 27th of the same month, into the *Forefight*. He does not appear to have experienced any farther removal till the 1st of May 1683, when he was made captain of the *Montague*. On the 20th of the same month in the following year, he was appointed commander of the *Mordaunt*. He continued captain of this ship a considerable time, considering the period in which he served, and that removals were so remarkably rapid.

His next ship was the *Dragon*, to which he was appointed on the 11th of July 1686. He was soon afterwards sent, with a small squadron, to the Mediterranean, to which station he had been, as it were, habituated, in search of the marquis De Fleury, whose piratical depredations had considerably interrupted our commerce. He had, among other enormities, captured a ship called the *Jerusalem*, which had on board a bashaw, who was going to Tripoli. He carried his prize into Malta, where he agreed with the bashaw for his ransom, and departed, leaving behind him the females of the bashaw's seraglio, and other passengers, to the number of sixty-two, whose ransom was not settled. Soon after the marquis had sailed, captain Killegrew arrived in quest of him; and by his spirited interference with the grand master procured their release. Not content with rendering them this partial service, he took them, and all their effects, on board some of the ships of his squadron, and put them all on shore at Tripoli, whither they were originally bound. Thus did he afford to nations generally termed barbarous, a most striking proof of the benevolence and honour of Britons, as well as of their perseverance, their spirit, and their naval power. Captain Killegrew sailed from Tripoli in quest of the marquis. Having intelligence he had put into Villa Franca, he found, on his arrival, the marquis fled, the ship dismantled, and the neighbouring coasts consequently freed from all apprehension of his future depredations; he therefore returned to his station off Salée. On the 8th of December 1687, being then in chase of a Salletine frigate, he had the misfortune to be grievously wounded by the splin-

ters of a gun, which burst\*: but of this accident he speedily and perfectly recovered. He continued on the Mediterranean service a considerable time, for he did not return from thence till the 5th of May 1689, six months after the revolution had taken place. His prudent as well as gallant conduct, added to the experience he had acquired by a long and active service, being universally acknowledged by all, he was, almost immediately on his return, promoted to the rank of vice-admiral of the blue. But the French having no particular object in view which made an action indispensibly necessary, no second encounter took place after the petty skirmish at Bantry Bay.

The vice-admiral, who had shifted his flag into the Kent, a third rate, was soon after detached, with a small squadron, consisting principally of large armed ships hired from the merchants, to block up the port of Dunkirk, where it was reported a considerable number of enemy's ships were collected. This information proving false he proceeded along the French coast, and cruised backwards and forwards in the Channel, without meeting with any occurrence worth relating, till the latter end of August; he was then obliged to put into Torbay to recruit his stock of provisions and beer: and the winter season

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\* We have the following account of this miserable accident, in a letter from an officer on board the Dragon at the time, dated Gibraltar, December the 23d, 1687. "On the 8th instant, at five in the morning, we discovered a sail about two miles to the southward of us, we being under a main course laying by, and they the same. Making sail after them we discovered them to be of Sallee, and by ten in the morning we fetched up within half a cable's length of them, when an extraordinary accident rescued them out of our hands. Their shot twice struck our main-top-mast, the second brought it by the board. Falling into the back of the main-sail, and so into the ship, we could not brace our main-yard one way or the other; upon which the Sallee man clapped upon a wind and started from us, we not being able, with any of our guns, to disable either their masts or yards. As we went to fire one of the foremost guns upon the quarter deck, captain Killebrew, our commander, being at the same time forward by the gangway giving his orders, the gun split and struck him down, bruising and wounding him in several places; both the bones of his right leg were broke and forced quite through the flesh, making besides a large wound under his right ear, besides others of less consequence in his face and body. By the means that have been since used, it is hoped the captain may recover."

approach-

approaching, it was judged necessary to order the ships into port, more especially as there did not appear to be any enemy at sea to contend with.

On the 23d of December following Killebrew was appointed commander-in-chief of a squadron sent to the Mediterranean to oppose the Toulon fleet: its force was considerable\*; but misfortune and disappointment appear ever to have attended it from the first moment of its equipment. Meeting with contrary winds, and encountering repeated storms, it was upwards of a month on its passage to Cadiz. Many of the English ships received considerable damage; and two Dutch men of war, one of seventy-two, the other of sixty guns, foundered. To render this distress complete, the governor of Cadiz, whom he applied to for succour, behaved not with the candour of a commander belonging to neutral power, but with all the timid aversion of an impotent enemy, who wanted not the will but the means only of totally destroying the interest of the allies, together with their squadron. On the 9th of May, most of the ships being fortunately re-equipped as well as circumstances would permit, the admiral received information, from three different quarters, that the Toulon squadron, commanded by Chateau-Renaud, was at sea, and that it consisted of ten sail of the line according to the lowest accounts, that three of them were ships of eighty guns each. The admiral lost not a moment's time in preparing to put to sea to meet them. He accordingly sailed early on the morning of the 10th, with seven English and two Dutch ships of the line, being all that were in a condition for service, having previously dispatched orders to Gibraltar, for captain Skelton, who lay there with a small

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\* Twelve line of battle ships, a frigate, and two fireships. He was joined also by a squadron belonging to the states-general, under the command of admiral Allemonde. The English ships were, the Duke of ninety guns, the Berwick and Burford of seventy, the Montague and Resolution of sixty; the Greenwich, Newcastle, Happy Return, and Oxford of fifty-four; the Falcon, Tyger, and Portland of fifty; the Sapphire of thirty-two; together with the Half Moon, and Cadiz Merchant fireships. This squadron did not sail from Forbay till the 7th of March. The Dutch ships were, the Gelderland, the Amsterdam, the Zeerickze, the Haerlem, the Unicorn, and the Vlardinghe, besides two others which were lost on their passage.

division of English and Dutch ships, to join him. Their force, when united, consisted of ten ships of the line English, and five Dutch, two frigates and two fireships. On the following day they got sight of the French Squadron off Ceuta Point. M. Chateau Renaud conceiving our force to be considerably weaker than it really was, suffered our headmost ships to approach within two miles of his van; when discovering his mistake he instantly set his top-galant sails and crowded away with all the sail he could carry, The English immediately pursued, but the French ships being just out of port, and consequently clean, had a considerable advantage over the ships of the combined Squadron, which had all been so long a time off the ground.

The chase was fruitlessly continued till ten o'clock next day, when the rear of the enemy's Squadron being four leagues a-head of the van of the English, whose rear were hull down\*. Admiral Killegrew finding all farther pursuit vain, brought to for the scattered ships to join him, and in the evening bore away for Cadiz. The principal object of the expedition being thus frustrated by the escape of the enemy through the Streights, the admiral, after having detached the Tyger, Oxford, and Newcastle for Smyrna, commanded by captain Coal; the Sapphire and Richmond for Malaga, under captain Bokenham; and the Portland, Greenwich, and Falcon to Scanderoon, under the orders of captain Ley, prepared to return, according to his instructions, with the remainder †. That the same ill-fortune which appeared to have attended him through the whole of his expedition might continue to the last, he was no less than thirty five days on his passage to

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\* At the time admiral Killegrew left off chase, the only ships of his Squadron that could have engaged the enemy were, the Duke, the Portland, the Montagne, and the Eagle: the rest were so far a-stern as to be incapable of affording any support to him; nor was it likely they would be able to get up during the continuance of the contest, had it taken place. The French admiral, on the other hand, had so near him, that he could have immediately brought them into action, six line of battle ships, three armed ships, three fireships, and a Tartane. Notwithstanding this superiority of force, he thought it most prudent to use his utmost endeavours to avoid an engagement.

† Consisting of four line of battle ships, and two fireships, English; and six Dutch ships of war.

Plymouth; and on his arrival there he found the French fleet in possession of the Channel, so that it was impossible for him to proceed farther. He immediately took the proper precautions to secure the shattered remains of his squadron from any sudden attack on the part of the enemy, who soon afterwards quitted the channel without making the attempt. Notwithstanding the ill-success of the late expedition, so little open to censure was the conduct of admiral Killegrew, so impossible was it to ascribe any part of its failure to his behaviour or management, that he was, immediately afterwards, appointed one of the joint-admirals with sir R. Haddock and sir J. Ashby, to command the fleet in the absence of the earl of Torrington.

The principal transactions of the fleet, while under their command, having been given already in the lives of Haddock \* and Ashby, it is needless to repeat them here. Admiral Russel having, on the 23d of December following, been appointed commander-in-chief of the fleet, Killegrew was promoted to the rank of admiral of the blue and served in the grand fleet during the following year, in that station. The naval operations during this period were not only insignificant but will be related with more propriety in the life of admiral Russel.

During the year 1692 admiral Killegrew does not appear to have held any command; but, in 1693, he was again called to his former station of joint-commander of the fleet, in conjunction with sir Cloudesly Shovel and sir Ralph Delaval. On the 15th of April he was also appointed one of the commissioners for executing the office of lord high admiral. Few persons are unacquainted with the disgraceful misfortune that befel the Smyrna fleet, under convoy of sir George Rook, soon after he had parted from the main fleet under command of the joint-admirals. This unfortunate event was charged principally to their mismanagement; yet it is but justice to inform the world, that, after the most critical and strict examination into their conduct, by the house of commons, notwithstanding they came to the following resolution, "*that, upon examination of the miscarriage of the fleet, this house is of opinion, that there hath been a notorious*

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\* See page 232.

and treacherous mismanagement in the affair ;" they unanimously negatived a motion tending to affix a censure on the joint-admirals-in-chief. Ill success, and the general reputation of being unfortunate, are always held sufficient grounds for the retirement of a commander: all that he can hope or expect is, that he quits, without disgrace, that service in which he had ever lived with honour. The enquiry consequently produced the dismissal\* of admiral Killgrew and sir Ralph Delaval. Admiral Killgrew was afterwards chosen representative in parliament for the borough of St. Alban's; and died at his seat near that place on the 9th of November 1712.

As to his character no man has, on account of his political tenets, been more, and, perhaps, unjustly aspersed. Burnet, in particular, says, that Killgrew was believed to be so much in the interest of king James, that it was thought the king was putting the fleet into the hands of such as would betray him, by employing Killgrew and Delaval; for though no exception lay against Shovell he was but one to two. Macpherson, who has written in days when the prejudice of party, and political principles, may be supposed to have had no influence on his mind, is clearly of opinion Killgrew was ever strongly attached to the interests of king James †; yet he, in effect, exonerates him from a part of the charge of misconduct, by admitting the inactivity of the persons entrusted with the equipment of the fleet; and that when it did fail it was very feebly manned, and ill-supplied with necessaries and provisions. As Mr. Killgrew is the first person who has hitherto, in the course of these memoirs, afforded us an instance of an officer's acting in a high and consequential command under a prince, to whose cause he is said to have been adverse, against another prince, to whose interests he was sincerely attached; it may, probably, save some future repetition to explain, what appears to us to have been the motives which actuated the conduct of

\* He was not dismissed from his post of commissioner of the admiralty till the 4th of May 1694.

† Delaval, Killgrew, and Shovel, were appointed, in a joint commission, to execute the office of admiral. The two first had been for some time in the interest of the late king.—Macpherson, vol. ii.

Besides, his majesty has the two admirals, who command the fleet, and who are in correspondence with him, and from whom his majesty may expect every advantage.—Nairne Papers.

such commanders, as in the beginning were thought most warmly to have espoused the cause of William the Third; yet, after they had assisted in placing and fixing him on the throne, seem, in some degree, to have repented of their folly or too hasty patriotism, and to have returned to that attachment or loyalty, as one party will term it, in which they had been nursed and educated, though by their apostacy they incurred the risk of loading their memories, at least, with a charge little short of treason. Let not, however, this conduct be ascribed to levity, let it not be attributed to disappointed ambition, or to any other fanciful charge the ingenuity of a party-writer may please to suggest. Let us assign it to its true and genuine cause, a mistake in the character of the man they patriotically employed to prevent the enslavement of their country, and who was not to be satisfied with a less reward than that of being chosen its ruler. The two most eminent\* characters in the naval service of that time, and who were the first movers, as it were, of the impending revolution, both fell under this stigma. Many other personages of equal and inferior note, in different departments, are in the same predicament. It will appear very evident, when we critically examine their conduct, that the defection of both these persons † was owing to no personal dislike to James, but rather to a mere honest and patriotic detestation of the measures he was endeavouring to pursue. To reform these, to restore their country to that liberty it possessed naturally, and by descent, they applied to the prince of Orange; they flew to him as their protector without ever entertaining the smallest idea he was hereafter to become their sovereign. He very readily and honestly afforded them all the assistance they required. He most probably had himself not the most distant hope, at that time, of the great and wonderful event which was on the eve of taking place. The irresolution and bigotry of

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\* Herbert and Ruffel.

† That of Ruffel has been attributed, by some people, to his indignation at the cruel treatment and execution of his kinsman, lord Ruffel. If that had been the first spring of his conduct, it certainly would have roused a resentment against James, which would never have given way to a personal attachment, which he is charged with having always entertained for him *after the revolution*.

James broke, in an instant, all the designs of those who had, from the beginning, adhered to the prince. The timidity of this their natural sovereign, and his defection of his people, caused by a consciousness of having forfeited every pretension to their loyalty and regard, plunged all those, who wished to have reformed him, into a state of treason and disaffection to him, foreign to their intentions, and hateful to their minds. The gulph into which they had plunged, as it had not been foreseen, so were there left no means of escape from it. Herbert, in particular, when confined with the gout, is said to have started from his bed, and honestly declared, had he foreseen the event he never would have drawn a sword for the prince\*. In saying this he probably spoke the sentiments of much the greater part of those who had concurred, and assisted in effecting the revolution. The nation, however, was not to be left in the state into which it was then fallen, a prey to the dictates of a man, who, had he not possessed too much integrity and wisdom, might have assumed the air and tone of a conqueror: but if he waved the right he derived from the aid of his fifteen thousand armed followers, he was not disinterested enough to suffer those, whom, in compassion only, he came to assist, to act, when liberated by his generosity, according to the pure dictates of their own inclination. The loyalty and attachment of the English nation to their ancient line of kings, would have felt no violence imposed on them, had they been suffered to transfer the crown from the personage who had deceived them, who had forfeited all pretensions to their obedience, who had wished to enslave them, and erect himself into their despot, to his daughter, who was innocent of his crimes, and warned by his example. There still existed a love for his Family bordering on enthusiasm: this was, if possible, encreased by a veneration for the virtues, requisite to the government of a great nation, which all parties were ready to admit the personage the object of their choice possessed. The prince of Orange was a foreigner; he was connected with Britain only as the husband of its sovereign's daughter: he was seen by many in the light of a conqueror, a reason very sufficient to excite their

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\* This *imprudent* speech might, probably, have laid the first foundation of his future ruin.



aversion. He possessed a reserve and austerity of manners little suited to the blunt and honest familiarity of a Briton. Above all, he, on every occasion, betrayed the greatest reluctance in dismissing those foreign troops which, though they had preserved to Englishmen their liberties, were regarded by them with an eye of horror and distrust. Weighing these several motives of disgust, numbers gazed, almost with astonishment, at the power they had themselves bestowed; but they continued to support it, because they had too much patriotism to disturb the peace of their native country, and too much honour to bring into disgrace, or even suspicion, that faith which they had once pledged. It reflects no small degree of honour, particularly on those characters of which we treat, that no single charge of wilful misconduct, or disaffection to the ruling power, has ever yet been proved. Whatever might be their natural inclination, and political bias, they took every human care to veil them from the knowledge of the world, and acted on all occasions as if they considered the personal glory of their new sovereign, and the victories they obtained under his auspices, as the only proper means of aggrandizing their native country, and contributing to its future welfare: their repentance, if any, was known only to themselves. Intrigue and conspiracy were stifled in their very birth, because while honour survived they could not be suffered to exist.

Thus have we humbly endeavoured to apologise for the conduct of those persons who, while employed under the existing government, are charged with having retained an unwarrantable and dishonourable attachment to the justly banished branch of the house of Stuart; and shall dismiss the political discussion \* of the propriety or impropriety of the private conduct of the persons alluded to, we hope, for ever.

LOVEL, Thomas,—except during a very small interval, appeared only in a particular line of service, a line deemed rather singular, to have been taken up and pursued from the time of an officers first entrance into it. He was made commander of the Henrietta yacht in 1672, and

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\* Except a trivial remark we shall have to make on the conduct of Russel, and the treatment of Rooke.

was very soon afterwards removed into the Katherine yacht; to which vessel he was, a second time, appointed on the 23d. of January 1673. He continued to command this vessel many years. We find him attending the prince of Orange to Holland in the month of October 1677. And on the 12th of April following we find him removed into the Assurance, a fourth rate. On the 18th of October following he was removed back into his old vessel, the Katherine; after which we hear nothing farther of him.

**MANSFIELD, Michael,**—was made commander of the Diver sloop, in the year 1672.

**MARSHALL, John,**—was at the same time made captain of the George fireship.

**MARTIN, John,**—was appointed captain of the Hope fireship in 1672; and on the 12th of July 1677 of the Chatham double sloop.

**MASON, Christopher,**—was appointed a lieutenant of the Sovereign in 1666. After the conclusion of the first Dutch war he was not called into service till the commencement of the second, in 1672; he was then made second lieutenant of the Prince. He was very soon promoted to be first lieutenant of the same ship, and shortly after to be commander of the Dover. We do not find he had any other appointment till the 26th of March 1678, when he was made captain of the Oxford. In the month of July 1679 he was sent, in this ship, to convoy the outward-bound Virginia fleet. We do not find him again employed till the year 1693, when he commanded the London of one hundred guns, stationed in the line as one of the seconds to sir John Ashby, admiral of the blue. Captain Mason probably retired from the service soon after as his name does not again occur; and the London was, in the month of July following, commanded by Christopher Billop. He was living, but unemployed, in 1699.

**MATHER, William,**—was made captain of the Golden Hand fireship in 1672; and of the Little Francis, also a fireship, on the 1st of October 1673.

**MAYO, Thomas,**—was appointed third lieutenant of the Royal James, a short time before the battle of Solebay. On account of his gallant behaviour in that action, and the perils he encountered in it, he was immediately on his return home, made captain of the Whipstaff brig. In the following year prince Rupert, on the recommendation

tion of sir Richard Haddock, under whom he had served with so much credit in the former action, appointed him first lieutenant of the Royal Charles, on board which his highness hoisted his flag. He added to that reputation he had already acquired, and the prince, after the action of the 28th of May, promoted him to the command of the Princess, a third rate. As we hear nothing farther of him it is probable he died soon after this time.

MONTAGUE, Charles,—was the fifth son of that great man Edward, first earl of Sandwich, and Jemima, daughter of John, lord Crew, of Stene. Having, after the example of his noble father, entered very early in life into the navy, he was, in 1672, appointed commander of the Guernsey; from which frigate he was, a few days afterwards, promoted to the Falcon, a fourth rate. When his father hoisted his flag on board the Royal James, captain Montague, quitting his own command, accompanied him as a volunteer; and emulating the valour of his parent, added still more to the sorrow of the nation at being deprived at the same instant of two such highly esteemed characters. It is not clearly decided whether he was killed in the action or perished with the ship.

MULGRAVE, John Sheffield, Earl of,—was the son of Edmund Sheffield, and Elizabeth daughter of Lionel Sackville, earl of Middlesex. The family of Sheffield was of considerable note and antiquity, sir Robert Sheffylde, knight, in the reign of Henry the Third having married Felicia, daughter and heiress of Timeby. Robert Sheffield, immediate descendant in the fourth degree from Robert Sheffylde, brother to Thomas Sheffylde, grandson of the first sir Robert, was, in the second year of Henry the Seventh, a commander in that king's army against John, earl of Lincoln, and his adherents, at the battle of Stoke, near Newark. Having been chosen speaker of the house of commons, and also recorder of London, he received the honour of knighthood. His grandson, Edmund, in the first year of Edward the Sixth, was created a baron, by the title of baron Sheffield of Botterwick, and was slain in the following year by a butcher, in the Norfolk insurrection. His grandson, Edmund, was made a knight of the garter by queen Elizabeth; and, in the fourteenth year of James the First, was constituted president of the council for the northern

parts

parts of the kingdom. In the first year of Charles the first he was created earl of Mulgrave. The personage of whom we are treating was the grandson of the first earl\*. Having, like many of his cotemporaries, conceived the profession of arms a necessary part of the education of

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\* "As his wit and learning have entitled him to a most honourable remembrance in another place, where his life and character have been very ably drawn, we cannot do him greater justice than by inserting the following extract from the place alluded to, the *Biographia Dramatica*. We have only to lament propriety and custom did not permit us to insert the life verbatim, conscious of the injury we have done its ingenious author by omitting any part of it, and which, indeed, we have felt the greatest difficulty in abridging, with the sole wish of rendering our plagiarism, if possible, less flagrant.

"This great nobleman, whose character was conspicuous in the age he lived, in the several capacities of a soldier, a statesman, and a writer, was born in the year 1645. At nine years of age he lost his father; and his mother marrying again soon after, the care of his education was left entirely to the conduct of a governor, who, though himself a man of learning, had not that happy manner of communicating his knowledge whereby his pupil could reap any great improvement under him; in consequence of which, when he came to part with his governor, having travelled with him into France, he quickly discovered, in the course of his conversation with men of genius, that, though he had acquired the politer accomplishments of a gentleman, yet that he was still greatly deficient in every part of literature and those higher excellencies, without which it is impossible to rise to any considerable degree of eminence.

"Piqued at this reflection, and resolved, by his own application, to make amends for the fault of his governor, and recal the time he had lost, he determined, though in the height of youthful blood, and in possession of an ample fortune, two strong allurements to dissipation, to lay a restraint on his appetites and passions, and dedicate, for some time, a certain number of hours, every day, for study; by this means he made an amazing progress, and very soon acquired a degree of learning, which very justly intitled him to the character, he ever after maintained, of a very fine scholar. Not contented, however, with this acquisition, but as eager in the pursuit of martial as of literary glory, he again obtained a mastery over even the most irresistible of all the passions; and though engaged in an attachment of love to a lady, by whom, from his own account, he met with an equal return of affection, yet even this tie could not keep him at home when the call of honours summoned him abroad.

"He was, after the conclusion of the second Dutch war, appointed commander-in-chief of the forces sent to the relief of Tangier, and soon after a most wicked machination against his life was concerted at court, in which the king himself has been suspected to have acted a very principal part, and for which historians assign different causes. Some writers have imagined that the king had discovered an intrigue between

of noblemen of his rank, he entered into the navy as a volunteer. In that station he eminently distinguished himself at the battle of Solebay, and was, in consequence, appointed commander of the Royal Katherine, a second rate of eighty-four guns, immediately after it. His naval life

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between lord Mulgrave and one of his own mistresses, and was therefore determined to put his rival out of the way at any rate: but Mrs. Manley, in her *Atantis*, and Mr. Boyer in his history of Queen Anne, attribute it to the discovery of certain overtures towards marriage which this nobleman was bold enough to make to the princess Anne, and which she herself seemed not inclinable to discourage. Be the cause what it would, however, it is apparent that it was intended lord Mulgrave should be lost in the passage; a vessel being provided to carry him over which had been sent home as unserviceable, and was in so shattered a condition that the captain of her declared he was afraid to make the voyage. On this his lordship applied, not only to the lord high admiral but to the king himself. These remonstrances, however, were in vain; no redress was to be had: and the earl, who saw the trap laid for him by his enemies, was compelled to throw himself into almost inevitable danger, to avoid the imputation of cowardice, which of all others he had the greatest detestation of. He, however, dissuaded several volunteers of quality from accompanying him in the expedition; only the earl of Plymouth, the king's natural son, piqued himself on running the same hazard with a man, who, in spite of the ill-treatment he met with from the ministry, could so valiantly brave every danger in the service of his father.

“ Providence, however, defeated this malicious scheme, by giving them remarkable fine weather through the whole voyage, which lasted three weeks; at the termination of which, by the assistance of pumping the whole time to discharge the water which leaked in very fast, they arrived safe at Tangier: and, perhaps, there cannot be a more striking instance of innate firmness and magnanimity than in the behaviour of this nobleman during the voyage: for though he was fully convinced of the hourly danger they were in, yet was his mind so calm and undisturbed, that he even indulged his passion for the muses amidst the tumults of the tempestuous elements; and, during this voyage, composed a poem, which is to be met with among his other works.

“ His lordship was no friend to, or promoter of, the revolution. And when king James, in opposition to that nobleman's advice, and that of his friends, did quit the kingdom, he appears to have been one of the lords who wrote such letters to the fleet, the army, and all the considerable garrisons in England, as persuaded them to continue in proper order and subjection. To his humanity, direction, and spirited behaviour in council also, his majesty stood indebted for the protection he obtained from the lords in London, upon his being seized and insulted by the populace, at Feversham in Kent. When the revolution was brought about, lord Mulgrave was guilty of no mean compliances to king William; and though he voted and gave his reasons strongly in parliament for the prince of Orange's being proclaimed king, to-  
gather

life was of very short duration, as he does not appear ever to have received a second appointment. On the 29th of May 1674, he was intalled a knight of the garter, and soon afterwards made a gentleman of the bed-chamber to king Charles the Second, lord lieutenant of the east-riding of

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gether with the princess his wife, and afterwards went to court to pay his addresses, where he was very graciously received, yet he accepted of no post under that government till some years afterwards. In the latter part of king William's reign, however, he enjoyed several high offices; and on the accession of queen Anne, that princess, who ever had a great regard for him, loaded him with employments and dignities. In April 1702, he was sworn lord privy seal, made lord-lieutenant and custos rotularum for the north riding of Yorkshire, and one of the governors of the charter-house; and the same year was appointed one of the commissioners to treat of an union between England and Scotland. On the 9th of March 1703, he was created duke of Normandy (of which he had been made marquis by king William) and, on the 19th of the same month, duke of Buckingham. In the year 1710, the whig ministry beginning to give ground, his grace, who was strongly attached to tory principles, joined with Mr. Harley, afterwards earl of Oxford, in such measures as brought about a change in the ministry, shook the power of the duke and dutchess of Marlborough, and introduced Mr. Harley, the earl of Shrewsbury, lord Bolingbroke, &c. into the administration. Her majesty now offered to make him chancellor, which he refused; but, in 1711, was appointed steward of her majesty's household, and president of the council; and, on her decease in 1713, was nominated one of the lords justices in Great Britain, till the arrival of king George the First from Hanover. His grace's valour was, on many occasions, sufficiently proved; nor were his other abilities confined to letters only, and the encouragement of learning; for by the accounts given of him by all his biographers, he appears to have been a most accomplished nobleman; whether we view him in the light of an excellent poet, a shining orator, a polite courtier, or a consummate statesman. But as talents so superior, and a disposition so enterprizing as the duke of Buckingham's never fail to excite envy and malevolence, it is not to be wondered at that his character should have been attacked with severity by some of his enemies. The principal faults they have laid to his charge are, avarice, pride, and ill nature. As to the first, every one who is acquainted with the human heart must be perfectly convinced that covetousness is absolutely incompatible with indolence, and yet it is well known that his grace lost very considerably, for a course of forty years together, from his not taking the pains to visit those estates he possessed at some distance from London. And as to the latter part of the accusation, those who were most intimate with him have declared him to have been of a tender compassionate disposition. He is, indeed, allowed to have been passionate; but when his rage subsided, his concern for having given way to that infirmity ever testified itself in peculiar acts of kindness and beneficence towards those on whom his passion had vented itself. An intrepid magnanimity  
and

of the county of York, and governor of Hull. Charles, who had conceived an extraordinary attachment to him, was not content with thus heaping multiplied employments on him, but very soon afterwards superadded those of colonel of the old Holland regiment, and commander-in-chief of the forces sent to Tangier.

On the accession of James II. he was sworn one of the members of the privy council, and was very soon after made lord chamberlain of the household. These strong marks of royal favour did not, however, warp him from a zealous attachment to the constitution of his country. Though generally esteemed extremely loose in his religious principles, no entreaties could prevail on him, nor any allurements entice him to abandon, at least the external profession of protestantism. The skill with which he parried all attacks of royal argument are, to this day, well remembered by men of wit and humour; so that after the accession of king William he was again sworn of the privy council, and in the sixth year of the same sovereign was created marquis of Normanby. Queen Anne, immediately after she ascended the throne, made him lord privy seal; and, in the next year, created him duke of Buckingham and Normanby. In 1710 he was made lord steward of the household, and sometime after lord president of the council. Having acquired the summit of all the honour a friend and sovereign could bestow; having, among all men of learning, established a reputation which excited their regard and admiration; and having retired for some years from the busy toil of public life, he died,

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and perseverance in whatever he undertook, seem to have been his strongest characteristic; and although a natural gaiety of disposition, backed by affluence of fortune, led him into some acts of libertinism in his youth, especially with regard to the fair sex, which, in the latter part of his life he frequently expressed concern for; yet over his passions he seems to have had the strongest command, whenever motives of greater importance called upon him to lay a restraint upon them. With respect to genius, and those talents which were adapted to the polite arts, it is evident, from his works, that he possessed them in an eminent degree. He was, perhaps, one of the most elegant prose writers of his time; and is inferior to few even in the sublime flights of poetry."

died, on the 24th of February 1721, in the seventy-third year of his age.

ORFORD, Edward Ruffel, Earl of,—was the son of Edward Ruffel, fourth son of Francis, earl of Bedford, by Penelope his wife, daughter of Moses Hill, esquire, of Ailesbury in the kingdom of Ireland, and widow of sir William Brooke, knight. Being destined, by his father, for the sea service he received an education suitable to such a pursuit; and entering at a very early age into the navy, as a volunteer, was, when nineteen years old, appointed lieutenant of the Advice; this was in the year 1671. During the course of this year he served in the same station on board the Revenge. On the commencement of the second Dutch war he was appointed third lieutenant of the Prince, at that time fitting for the flag of sir Edward Spragge. He preferring the London, Mr.

A noble monument has been erected to his memory in Westminster abbey, bearing the following inscription, written by himself:

MS.

JOHANNIS SHEFFYLDE,

Ex illustri SHEFFYLDIORUM stemmate

Quod a rege Hen. III. (Hæredibus masculis directo

Semper gradu se invicem excipientibus) ad

Hanc usque ætatem duravit oriundi; comitatus

BUCKINGHAMIÆ ducis, NORMANBIÆ ducis, marchionisque;  
MULGRAVIÆ comitis, baronis Sheffylde de Boterwyke, et e nobilissimo  
Præfectoris ordine equitis. Primus ille nuptus duxit Urtulam CONOVITÆ  
Secundus Catherinam GAINSBURII. Tertius demum Cath. ANGLESIÆ  
Comitissam Jac. II. regis, et Catherinæ Sedley, Dorcestrensis comitissæ  
filiam,

Quæ læto marito peperit, 1 Sophiam, 2 Johannem, 3 Robertum,  
4 Henricum,

Mariam (omnes in gremio temporis nunc quiescentes) 5 Edmondum,  
Matris jam tot cladibus afflictæ solamen unicum. Regnante Carolo II.  
Cohorti de Hollandia dicitur acique Kingstoniensi ad ripam fluminis Hull

Munitæ præfectus est, et cubicularius regis primi ordinis ascitus:  
Regnante dein Jacobo II factus est hospitii regis, camerarius: regnante

Annæ privati sigilli custos et secretarius concilii præses,

Negotia publica in superiore domo parliamenti per LIV,

Annos dubium an facundiâ an solertiâ majore) tractavit,

Et deficientibus paulatim corporis viribus animi tamen

Vigorem ad extremum utque halitum retinuit.

Oneri tandem succumbens,

XXIV die Feb. obdormivit.

Anno ætatis LXXV, salutis

MDCCLXX.

N. B. By the inscription on his coffin he appears to have been only seventy-three years old at the time of his death,

Ruffel



Ruffel was appointed to be first lieutenant of the *Rupert*; and on the 10th of June in the same year (1672) was promoted to be commander of the *Phoenix*. In the following year he was removed into the *Swallow*, by commission from prince Rupert. On the 15th of February 1675, he was appointed commander of the *Reserve*, and soon afterwards sent on the Mediterranean station. He continued there several years, but without having any opportunity of achieving such an exploit as might give the world hopes of his future eminence, or appear so worthy of the greatness of his name as to be particularly recorded.

On the 15th of December 1677, he was removed into the *Defiance*; and, on the 20th of March following, into the *Swiftsure*. He was appointed, on the 10th of August 1680, commander of the *Newcastle*; and from the time he quitted the command of this ship, a period not exactly known, till after the revolution: there is a total vacancy in his naval tho' not in his political life.

The measures of James the Second being totally irreconcilable to Mr. Ruffel's ideas of government, he was among the first of those who repaired to the prince of Orange. His rank, added to a natural affability, had gained him an ascendancy over the hearts of naval people, which rendered his countenance and support truly valuable; and he used every means in his power\* to enhance the value of his service by the most diligent attention to the cause in which he had embarked. His zeal for the cause and interest of the prince has been attributed, by many, to one of the meanest principles that can actuate the human breast, revenge. This may be a ready way of accounting for it; but it is fortunately contradicted by every future transaction of his life, unless we attribute to him vices which those, who have been his greatest enemies, have never thought proper to charge him with.

His desertion of James, and warm espousal of his adversary's cause, certainly originated in the purest patriotism, notwithstanding the political discoveries that have been made in latter days may be thought to invalidate that idea.

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\* Ruffel, at this important crisis, submitted to the duties of a messenger, sailing often between England and Holland, to preserve the communications between the parties of both countries.

But though possessed of all the fortitude and firmness necessary to the most honourable execution of his duty as a commander, he wanted, in political concerns, that stability and decision which, in such cases, are always requisite to render a man otherwise than suspected by his friends, and contemned by his enemies. To a fickle wavering disposition, owing merely to a want of confidence in his own judgment, he added a most zealous attachment to what he deemed conducive to the real interests of his country; but his irritable nature perpetually induced him to alter his opinion, as to the properest mode of promoting it. He repaired to the standard of the prince of Orange because James wished to enslave his subjects; and he wished to have quitted king William because he weakly imagined his former sovereign cured of his folly, and that if restored he would have rendered his people happier than they felt themselves under the dominion of a foreigner, whose conduct, however fair and unimpeachable, had unfortunately, in some respects, displeased them\*.

Be it remembered, that in every proof which has been brought forward, in latter days, of his attachment to the cause of the misguided James, he appears in no degree to have forfeited his honour. His error proceeded from the head, not the heart, and consequently deserves not to be imputed to him as a crime. He constantly manifested the utmost aversion to accept of French assistance, or even to admit their interference. From the same source by which we have derived our knowledge of his attachment to the late king, we also learn that he earnestly entreated him to prevent, if possible, the meeting of the two fleets; and particularly enforced his request, that James would not himself embark on board that of France, for as he was an officer, and an Englishman, it behoved him to fire upon the first French ship he met, even though James himself should appear upon its deck †.

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\* Macpherson, Vol. i. p. 700.

† Admiral Russel, who had the command of the English fleet, still pretended to be in the king's interest; he was dissatisfied with the king's declaration. There was a necessity of doing all that was possible to content a person who held the crown of England so far in his hands.

We are sorry to be obliged to dissent from what so able a man as Mr. Macpherson has added on this occasion, namely, that Russel had, in all his actions, no other object in view than his own advantage. We must ever impute his conduct to the cause we have just assigned; he had attained the highest command his new sovereign could invest him with; and the honours which were afterwards bestowed by the same hand, would not, in all human probability, have been conferred in any higher degree by the new sovereign of his heart, James. William possessed too much greatness of soul to reward treachery that assisted him; or to wreak his vengeance on a man of honour because he was his opponent\*. That William, who was from the beginning acquainted with Russel's correspondence with James, was perfectly convinced of that admiral's integrity; and, above all, *his conscientious attachment* to the interests of his country, we need adduce no more certain proof than his having continued to employ, and, what is still stronger, to reward him.

To quit our humble attempt to rescue this noble commander's character from some part of that ill-opinion many persons have appeared willing to entertain of him,

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hands. Lloyd was Russel's friend. Russel had several conferences before he came away with the princess of Denmark. He expressed his earnest desire to serve the king. He said the people were inclined enough to his side again, if the king would take a right line to continue them so. He advised him, if he wished to reign as a Catholic king over a Protestant people, he must forget the past and grant a general pardon; and that as for him he made no stipulations for himself, saying, it was the public good, and no private advantage, made him enter into this affair. He told him, therefore, that if he met the French fleet he would fight it, were even the king himself on board; but that the method he proposed to serve the king, was by going out of the way with the English fleet." — Macpherson's State Papers, vol. i. page 248.

\* He is known frequently to have employed, in the most consequential offices, those he knew to be among the most zealous partizans of the late king: he was confident their continuance in office was a sufficient pledge for their fidelity to the nation; and that Englishmen, who possessed honour, would never suffer a sovereign to be placed on their throne BY ANY FOREIGN POWER OR PRINCE ON EARTH; this consideration rendered it the more indifferent to him what were the political junctions and attachments of his ministers.

and resume our narrative: — Soon after the accession of king William Mr. Ruffel was promoted to be admiral of the blue squadron; and having hoisted his flag on board the Duke, served in that capacity under the earl of Torrington, when he put to sea, with the fleet considerably reinforced, after the battle of Bantry bay. Nothing memorable, however, took place during the time it was prudent for it to keep the sea. On the 1st of December following he sailed for Holland with a small squadron of five sail, but contrary winds and stormy weather compelled him to return. Finding the Duke, and the third rates of his squadron too large to trust on the Dutch coast at that advanced season of the year, he shifted his flag into the Fubbs yacht, and sailed again on the 11th, with only three fourth rates, two frigates, and the Mary yacht.

The object of this mission was to conduct the queen of Spain to the Groyne; and it is thought, by Burnet, to have been extremely prejudicial to the interests of the English nation, as the fleet was so long retarded by contrary winds, that the opportunity was lost of blocking up the Toulon squadron, a service that was to have been executed by part of this fleet. Whether this be true or false is not our business to enquire. Admiral Ruffel arrived in safety at Schonevelt, on the coast of Zealand but the queen did not embark till the middle of January. The squadron returned to the downs on the 18th, and admiral Ruffel removed into his old ship the Duke.

He was detained by contrary winds\*, and did not sail from Torbay till the 7th of March. After a stormy and disagreeable passage of nine days, he arrived in safety at the Groyne, where having landed his charge, and made the detachment for Cadiz under the command of vice-admiral Killegrew, he prepared to return to England, and arrived at Plymouth on the 25th of April. He is said, by all historians who have entered into particulars, to have commanded the blue squadron at the battle of Beachy Head: This is a mistake; the admiral himself was in London at the time, and the blue squadron, commanded by vice-

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\* Till his convoy was increased, by repeated additions, to three hundred sail, under the protection of thirty ships of war.

admiral Delaval. The only slur we can discover, that ought in reality to affect his reputation, is the very unwarranted use he is reported to have made of his influence with the court, to the prejudice of the brave but unfortunate earl of Torrington; an influence which, in its exertion, produced its own punishment, entailing on its possessor the contempt of his friends and the just indignation of his enemies.

On the 23d of December 1690, Mr. Ruffel was appointed commander-in-chief of the fleet which had then returned into port for re-equipment against the ensuing summer. When ready for sea its appearance was truly formidable; it consisted of fifty-seven English and seventeen Dutch ships of the line. With such a force what might not have been expected? Yet such was the delay, occasioned by contrary winds, and such was the extreme caution of the French\*, that the summer passed over in a fruitless repetition of projected attacks on their ports, none of which were ever attempted to be carried into execution. In the following year the eyes of all Europe were turned, in the utmost expectation and anxiety, on an enterprise which was to complete the triumph, or totally defeat the expectations of the miserable and unfortunate exile, James, still stiled by the French, king of Great Britain. The preparations for war, which had for some time been languid, or, at least, not exceeding the ordinary course of national contest, on a sudden assumed an appearance of vigour worthy of the great stake for which two nations were to contend, whether Britain should maintain on its throne the defender of its liberties, and the sovereign of its choice, or be compelled to receive again, one whom it had rejected, from the hands of Louis the Fourteenth!!!

The appearance of victory at Beachy Head, the promised countenance of the numerous partizans of James who still resided in England, the many capricious exceptions taken by persons of the first rank to the conduct of William, all appeared to prognosticate, and even to ensure success. They infused additional spirit into the French

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\* The conduct of the French confirmed a belief that Mons. Tourville had orders to avoid the English; and to that end shifted his station as fast as any of his scouts discovered those of his antagonists.

nation, till enthusiam made each individual almost think himself the arbiter on whom the fate of Europe depended. The equipment, destined to carry into execution the wild projects of Louis, whimsically surnamed the great, was immense, was worthy an honest cause, and an abler conductor. Its force has been variously stated; some representing it as not more than forty-four ships, the division from Toulon not having joined, while others have swelled the account to sixty-three and upwards. The combined fleet evidently out-numbered them: they reckoned no less than ninety-nine sail in their line of battle. But pride, positive orders, and the vain hopes of defection from the part of the English, induced the French admiral, Tourville, to risk an action contrary to all the dictates of policy, discipline, or common prudence. The event might easily have been foreseen; Britain triumphed: and the destruction of his friend and ally's fleet put a final period even to the hope of the wretched James\*.

Many

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\* A variety of accounts have already been published of this well-known engagement, each, without doubt, drawn from the best information the writer was able to collect. From the confusion prevalent on such occasions, it rarely happens that two people, each present and viewing the same object, though in different directions, agree in the same report. The letter written by admiral Ruffel, to the earl of Nottingham, far as it goes, may certainly be reckoned one of the most perfect accounts: yet, of all the persons present at an engagement, the admiral who conducts it is, probably, the least capable of describing it with truth and accuracy. Independent of that prejudice and partiality that ever sways the mind, to report, as facts, what the inclination of the relater wishes should be so,—the mind of a commander must, of necessity, be so occupied in the grand object of his duty, as to be utterly incapable of undertaking, with any degree of precision, the office of an historian. Without meaning, therefore, to depreciate in the smallest degree the account given by admiral Ruffel, which is given at length by Campbell, we have, as a curiosity, added one, written at the time, by an officer on board the *Ossory*, which is the more intitled to credit, as the production of an impartial hand and never intended for the public eye, to which it is now first offered. We beg leave to observe the force of the French, as well as their loss in the action, is much greater than has ever hitherto been admitted by our best historians; and several other particulars are related hitherto not generally known.

“ The

Many persons contemplating the force of the allied fleet, and considering the vast inequality of the enemy, may probably attribute less merit to the English admiral than he really deserves. Superior as was his force, it was not possible to bring into that part of the action, in which the French were first discomfited, numbers equal even to those which they put to flight. Admiral Ruffel's

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Ext. Journ. May 18.

"The Oflory, captain John Tyrrel commander, an. 1692.

"In the afternoon fell into a line of battle; about five next morning got fight of the French fleet: they bore down upon us, and at ten came within shot: we engaged and so lay till noon firing very smartly.— N. B. A seaman's day commences at twelve o'clock at noon.

May 19, at two P. M. we gained the weather gage of the enemy. The Dutch intended to tack upon them, but fell to leeward; but our red and the rear-admiral of the blue surrounded them. It proving calm we got our boats a-head, towed towards the enemy, and renewed the action. About three the wind chopped to the eastward and presently proved calm with a great fog, insomuch that we could not see the enemy to fire at them. At four the weather cleared up and we got fight of them to the northward of us. At seven the French vice-admiral of the blue was set on fire by one of our fire-ships and blew up. Three third rates were also burnt, and two more three-decked ships sunk. The night approaching, and the wind veering to the north-east, gave the enemy the weather gage, and about nine we lost fight of them. Rear-admiral Carter, wounded in this day's engagement, lost his leg and soon after departed this life. *The French fleet consisted of about sixty-five fighting ships.* May 20, chased. May 21, chase continued. May 22, the enemy lay under Cape la Hogue, some of them aground. The admiral called a consultation to destroy the said ships, which the rear-admiral of the red engaged to do.

May 23, yesterday in the afternoon all our blue, and the red that stood in after the French admiral of the white, with the Dutch, anchored here, having burnt three of the enemy's three-decked ships and two more men of war. The Dutch also brought off a French fire-ship from Alderney, but could effect nothing against the other fire-ships that lay there. Towards night sir George Rooke, vice-admiral of the blue, with about twenty sail of third and fourth rates, and several fire-ships, stood in for the enemy's ships; we likewise sent our long-boat with arms, and well manned, Sir George having shifted his flag on board the Eagle. After some contest with the batteries on shore, at eight our boats went on board the enemy's ships and burnt four three-decked ships and four third rates. In the morning we sent all our boats as before, our third rates riding in shore: the boats burnt three third-rates and four three-decked ships. In all, we burnt and sunk in the engagement, and otherwise, *fourteen sail of three decked ships, and eighteen sail of third and fourth rates.* About eleven this morn the  
boats

Ruffel's account, which is wonderfully plain and modest, as well in respect to the fleet he commanded as the loss of the enemy, confirms this idea—" though it must be confessed," says he, " that our number was superior to theirs, which probably at first might startle them, yet by their coming down with that resolution \* I cannot think it had any great effect upon them; and this I may affirm for a truth, not with any intention to value our own action or to lessen the bravery of the enemy, that they were beaten by a number considerably less than theirs, the calmness and thickness of the weather giving very few of the Dutch, or the blue, the opportunity of engaging." Signal as was the defeat of the enemy, enough had not been done to

boats and third-rates came off having received no harm. Sir George hoisted his flag on board the Neptune again."

To this we shall subjoin an account, found on board a French fire-ship, of the first and second rates burnt.

|  |   |     |                                |      |
|--|---|-----|--------------------------------|------|
| Soleil Royal   | - | 112 | Another, whose name is also    |      |
| Hurricane  | - | 108 | unintelligible                 | 99   |
| St. Philip   | - | 108 | A third, in the same situation | 90   |
| Ambiteux   | - | 104 | Admirable                      | 90   |
| St. Michael  | - | 100 | Grand                          | 86   |
| One ship, whose name we cannot make out, probably the Conquerant | - | 96  | Magnificent                    | 84   |
|  |   |     | Total guns,                    | 1068 |

Exclusive of fifteen third rates and several merchant ships.

\* We shall now add the following short and political account of this ever memorable action from the pen of sir John Dalrymple; and we are induced to do it in consequence of the very strong and justificatory remark he makes on the character and conduct of Ruffel.

" Tourville, who was in the Royal Sun carrying one hundred and ten guns, the finest ship in Europe, passed all the Dutch and English ships which he found in his way, singled out Ruffel and bore down upon him; but by the reception which he got he was soon convinced of his mistake, in thinking that an English admiral could, in consideration of any interest upon earth, strike to a French one: yet, though conscious of the inferiority of his fleet, he was ashamed to abandon a situation which his officers in vain advised him to avoid. And the rest of the admirals and the captains, ashamed to abandon their head, joined in the action as fast as they came up, and maintained it, not so much hoping to gain honour, as striving to lose as little as they could. The battle went on, in different parts, with uncertain success, from the vast number of the ships engaged, which sometimes gave aid to the distressed and at other times snatched victory from those who thought they were sure of it. Allemond, the Dutch admiral, who was in the van, and had received orders to get round the French fleet in order that no part of it might escape, attempted in vain to obey; and a thick fog, at four in the afternoon, separated the combatants from the view of each other."

content



content the minds of all: but no people are, perhaps, more extravagant in their expectations than the British.

Various are the charges capricious fancy has induced different persons to advance against Ruffel: his not destroying ships that he could not overtake; his not landing an army on the coast of France, when he had not a soldier on board his fleet; his sending ships into port that had been so crippled in the engagement as to be unfit for service, and his returning himself when it would have been madness to have continued at sea any longer, have all been separately adduced as so many incontrovertible proofs of his delinquency, his treachery, his treason. Singularly unhappy would be the situation of a commander, if, after having staked his reputation, his honour, in the defence of his country; if, after having preserved both for its future service, they were to be left open to the attack of a misguided populace, or, if possible, the more unmanly attack of a literary partizan, who has, through caprice, or something worse, rejected historical truth for calumny: temporary assaults, of both these kinds, may, for a short time indeed be successful, but time, operating like truth, will soon expose the errors of one, and the infamy of the other.

Campbell has, very honourably, taken more than ordinary pains to exculpate Ruffel from the attack of Burnet and others. "The true or rather principal reason (says he) which induced Ruffel to return, was his desire to make the most of his victory, by immediately taking on board the troops intended for the descent, but it is very evident he was not in the secret, *of the intended plan of operations*; and when the schemes, or, rather hints of the ministry were seriously considered, they were resolved to be impracticable. The plain source of the confusion was, that the ministers of state were not disposed to take upon themselves the direction of an affair which they were apprehensive would miscarry; but were willing to put it upon the land and sea officers, that they alone might remain accountable for whatever happened. The bottom of the business was a design upon Brest, which might have been executed if the transports had been ready, as the admiral advised, in May. *It is certain, therefore, that wherever the fault lay it was not with him.*"

The temporary fury, notwithstanding the want of proper materials to feed and supply it, raged with the

utmost violence against Ruffel. A serious scrutiny into his conduct was commenced in parliament during the winter, and ended, as might have been foreseen, highly to his honour\*. The popular heat was, however, not to be allayed by any measure short of his dismissal from his command. This took place early in the spring; and with it he resigned also the treasury-ship of the navy, an office, which he had held ever since the year 1689.

The ill-success of our naval operations during the summer of 1693, occasioned his recal again to the service soon as ever the fleet returned into port for the winter: and William, as though he attempted to palliate his former dismissal, appointed him, in addition to his other trust, on the 2d of May following, first commissioner for executing the office of lord high admiral. The fleet being ready for sea, Ruffel hoisted his flag, as commander-in-chief, on the 1st of May. The operation resolved on to be first attempted, was an attack on Brest; a resolution fatal as well as disgraceful to the British arms, and which ended in the destruction of lieutenant-general Talnash, who commanded, by land, the forlorn hope sacrificed on this melancholy occasion. The execution of this service was committed to a detachment under the lord Berkley. The grand fleet, under the command of Ruffel, did not sail from Spithead till the 6th of June. The French failing in their attempt to render themselves masters of the European seas had turned their efforts towards the Mediterranean, where the count de Tourville was ordered to collect all the naval force of France. Thither Ruffel was sent with a fleet composed of one hundred and thirty-six ships, eighty-eight of which were of the line of battle: and the admiral of France retiring with precipitation to the harbour of Toulon, convinced the neighbouring states of their error, after every means of rhetoric had been used, with temporary success, to impress them with an idea of the naval supremacy of Louis.

During the time the fleet continued in the Mediterranean Ruffel was attacked by a violent fever, and

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\* Resolved—That admiral Ruffel, in his command of the fleet during the last summer's expedition, had behaved himself with courage, fidelity, and conduct.—*Votes of House of Commons.*

reduced so low, that he was obliged to leave the chief command of the fleet, for a time, with vice-admiral Aylmer. But having, in some degree, recovered his health towards the autumn, he resumed the command and sailed for Cadiz, where he arrived on the 8th of November. Having wintered there, he returned to his former station the following year, where he kept the French thoroughly in awe. He convinced all the nations of the world of the inferiority of the French naval power, when compared to his own; and prevented the detachment of any force sufficient to disturb the tranquillity of the European seas\*. He returned to England in the autumn, and appeared no more in the character and station of a naval commander.

In 1697, when king William was preparing to go to Holland, admiral Russel, then first commissioner of the admiralty, was appointed one of the lords justices during his absence, and created a peer by the title of baron of Shingey, viscount Barfleur, and earl of Orford. These titles, however, though they were evident marks of his possessing his sovereign's favour and attachment, could not secure to him an equal share in the good graces of the people. In an address, presented by the house of commons to the king, in the month of April 1699, they took occasion to throw out several ob-

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\* His Mediterranean command was not exempt from that obloquy and aspersions which appear to have ever pursued him. A British fleet of that magnitude, in the Mediterranean, was a sight new and uncommon. As an unexpected service, no care had been ever taken to make the proper arrangements, and appoint the necessary purveyors, who should attend to, and provide for its support, so that the noble admiral, on his arrival in the Mediterranean, was obliged to add to his proper employment of admiral and commander-in-chief, the very heterogenous one of agent-viſtualler also. Yet was the fleet never better or more economically provided for, nor, strange to tell its purveyor more abused. The admiral was even charged with having procured, by his influence, the resolution that the fleet should winter in Cadiz, purposely that he might turn to a private pecuniary advantage, the office he had undertaken, of providing for the necessities of the people under his command: but which was so far from being the fact, that the measure was not only adopted in diametrical opposition to his advice, but he also had patriotism and public spirit enough to pawn his own credit, and fortune to provide for his people's wants, when that of government was actually insufficient.

lique hints against the conduct of the earl, who, not willing to risk the tranquillity he wished to enjoy, endeavoured to avert the heavy cloud of displeasure that threatened to burst over him, by resigning all his employments\*.

This sacrifice, of the exchange of an active and troublesome station for the hoped-for peace, if the quiet of a private life could be called one, was not sufficient to calm the restless, uneasy spirits of his relentless foes. He was charged, not only with countenancing but being an actual accomplice of one Kidd, who, under a commission granted him for the suppression of pirates, had himself been guilty of the crime he was sent to punish. There is no charge, however violent or improbable, that the rage of party will not sometimes inculcate the belief, and encourage the prosecution of. King William himself, as Campbell very justly observes, must have thought strangely of the *patriotism* of those days which could suggest such an imputation, when he is himself reported to have said, he knew the whole matter better than any body, and, if he might be admitted as a witness, he could vindicate, from his own knowledge, all they had done. It is but justice to say, the earl took every possible means in his power to obtain an open trial, as the most certain method of vindicating his character from so foul an aspersion. But the commons, who found too late they had entered rashly into the accusation, were glad to quibble about forms and ceremonies, and so drop a charge they found themselves incapable of sustaining.

From this time, till the eighth year of queen Anne, he concerned himself no farther with public business than persons of his elevated rank usually do,

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\* We have added the following testimony of sir Cloudesty Shovel as to the deserts of this noble lord; an opinion, when given in a private disinterested way like the present, we presume nobody will pretend to controvert, as no paroxysm of party has ever yet dared to impeach either his judgment, his abilities, or his honour.

Swiftsure in the Downs, 17 May, 1699.

My Lord,

I have ever received your lordship's letters with great joy, till last night I had yours which brought me the ill news of your quitting all public employments, for which I am very sorry both for my country and my own sake, being well assured, and truly satisfied, *that our loss is irreparable.*—Ext. of a Lett. to the earl of Orford.—*Shov. Papers.*

whether

whether connected with the administration of government or no. This may be readily accounted for by recollecting the direction of all naval affairs were confided, by queen Anne, in prince George of Denmark, who, immediately on her accession, was declared lord high admiral, a post he continued to hold till his death.

On the 8th of November 1709 the earl was once more called into public life, being appointed first commissioner for executing the office of lord high admiral. He was offered on this occasion the very consequential and honourable post of lord high admiral: this he positively refused taking, though he expressed himself perfectly willing to accept of a share in the direction of it. This is a very singular instance of modesty and self-denial, particularly in a man to whom pride has been so frequently imputed as a crime.

He did not long, however, continue to hold the post he had accepted, for, soon after the removal of the earl of Godolphin from the office of lord high treasurer, Orford resigned his post of first commissioner of the admiralty\*, and again retired from public life, till the decease of the queen; upon which event he was chosen one of the lords justices to act till the arrival of king George the First from Hanover. This monarch immediately appointed him one of his privy council; and on the 13th of October following recalled him to his former post of first commissioner of the admiralty: this he continued to hold till the 16th of April 1717, when he retired altogether from public employment. He died at his house in covent-garden on the 26th of November 1727, in the seventy-fifth year of his age. He married the lady Mary, third daughter of William, duke of Bedford; but leaving no issue the title became extinct.

After the formal explanation we have given of what we take to have been his political principles, it is needless to add any thing relative to his public character. In private life he was generous †, mingling the munificence and elegance of a noble with the cordial, unreserved

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\* On the 4th of October 1710, he was succeeded by sir John Leake,

† He has been charged with possessing an uncommon share of pride and austeriety. If any attention is to be paid to his private letters; if they are to be considered as proofs of the natural bent and turn of his mind, they

reserved familiarity of a private gentleman. The splendor of an entertainment given by him when commander-in-chief in the Mediterranean, must ever be remembered as an additional and incontrovertible proof of his liberality—a liberality not disgraced by ostentation, inasmuch as a fleet of English ships of war, being a sight almost totally new to the Italian states, it was at least political, if not necessary, to impress with an high opinion of the magnificence of his nation, those to whom the French had used every possible endeavour to represent it as mean and contemptible.

OSSORY, Thomas Butler, Earl of,—is one of those very extraordinary personages who have, in different ages, taken up the profession of arms with every labour and fatigue attached to it, merely from a spirit of gallantry implanted in them by nature, and a desire of no other reward or gratification for their service than the just applause of their countrymen, and the characters of heroes. He was the eldest son of James, duke of Ormond, so created in the 13th year of king Charles the Second, as a reward for his constant loyalty and attachment to himself and his royal father. The mother of this noble earl was the lady Elizabeth Preston, daughter of Richard, lord Dingwell, and earl of Desmond in the kingdom of Ireland.

His entrance into the service was marked with that bold intrepidity, and true contempt of danger, which was ever apparent in all his actions. On his return from Ireland in May 1666, he paid a visit to the earl of Arlington, at Euston in Suffolk. The long engagement between the duke of Albemarle and the Dutch, commenced on the morning of the 1st of June, and the earl, informed of this event by the report of the cannon, instantly repaired to Harwich, where he embarked the same night, in company with sir Thomas Clifford, in quest of the duke, under whom he intended to enroll himself as a volunteer. He reached the fleet on the evening of the 2d, and was the more welcome guest as he carried information to Albemarle, who was retreating from the very superior force of the Dutch, that prince Rupert was hastening to his assist-

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they very fully prove him to have been destitute of both, farther than was necessary to the proper maintenance of his dignity, and the honour of the office he held.

ance, and might be hourly expected. This very singular attention to the interest and service of his country was justly thought so meritorious by king Charles, that after his return from the fleet, on board which he continued till the end of August \*, he was called up to the house of peers, by the title of lord Butler of Moor park †. His service as a volunteer during the first Dutch war procured his advancement to the rank of a commander, the instant a second commencement of hostilities with the same nation appeared even probable. A subordinate station, considering the irregular mode of appointing captains at that time of day, would have been derogatory to his spirit, intrepidity, and rank. We find him on board the *Resolution*; second in command of the small Squadron, under sir Robert Holmes, which attacked the Dutch *Smyrna* fleet in the month of March 1671-2. He displayed on this occasion his usual spirit, and was, in consequence, honoured with the highest encomiums. He was, soon afterwards, removed into the *Victory*; and had it been possible for the reputation he had already gained to have received any addition, his conduct at the battle of Solebay would have acquired him that satisfaction. As one of the seconds to the duke of York, who is admitted on all hands to have behaved most gallantly, he accompanied him through all his dangers, when deserted by the French and attacked by the united squadrons of De Ruyter and Banckert, and was alike the companion of his glory, and his distress ‡.

Early in the month of May 1673, he was raised to the rank of rear-admiral of the blue Squadron by the special appointment of Charles the Second, who thinking it necessary to make some apology to the rest of the service, for raising so young an officer to so high a post, declared he did it in consequence of the high esteem he entertained of the many signal services performed by the earl on many

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\* When no probability appeared of any future engagement taking place that season.

† "Whitchall, Sept. 23. Tuesday last took his place in parliament the right honourable Thomas, earl of Ossory, his majesty having done him the honour to call him thither by writ."

‡ "The earl of Ossory, who had till now kept his station aftern of the duke, was so disabled that he was forced to bear away to refit."—  
Macpherson's State Papers, Vol. I. p. 66.

occasions, as well in his conduct during the preceding summer as at other times. He served in this station during the two engagements which took place between prince Rupert and the Dutch, first on the 28th of May, and on the 4th of June. Having hoisted his flag on board the *St. Michael*, he was very soon afterwards promoted to be vice-admiral of the red. His conduct in the last action which took place during this war has been more taken notice of by historians than on any former occasion; not because it was more brilliant, for that, perhaps, was impossible, but as though his name had so frequently occurred, till the familiarity with it had made them, as it were, ashamed of their former neglect.

To the gallantry of the earl of *Osborn* \* we owe the preservation of the *Royal Prince*, after she had been so completely disabled as to compel sir Edward Spragge, whose flag was on board her, to quit her, and go on board the *St. George*. So high did he stand in the opinion of king Charles, as well in respect to the prudential requisites of a great commander, as to his gallantry and other more brilliant qualities, that when the prince quitted the command of the fleet in the month of September following, the earl, though at that time he had not attained a very exalted rank in the service, was appointed to the chief command during his highness's absence. With this honourable appointment his naval service closed, peace taking place with the United Provinces soon after. The earl, whose thirst for glory was not to be damped by trivial obstacles, or the disadvantage of encountering, at the age of forty years, a service in which he had hitherto little practice, and consequently less experience, prepared to take upon him a military command.

It is curious to observe how wonderfully the different interests of political states convert the most inveterate enemies of yesterday into steady and strenuous supporters on the morrow. The earl, who had so lately, in alliance with the French,

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\* The great aim of the Dutch admiral was to sink or take the *Royal Prince*: but the earl of *Osborn*, and sir John Kempthorne, together with Spragge himself, so effectually protected the disabled vessel, that none of the enemy's fireships could come near her, though this was often attempted.—Campbell, Vol. II. p. 158.

exerted



exercised his spirit and abilities in opposition to the United Provinces, now assumed a military command in their defence, and against his former colleagues. He was appointed general-in-chief of his majesty's forces in the service of his highness the prince of Orange, and the states of the United Provinces. At the battle of Mons, fought on the 3d of August 1678, with the French army, commanded by the duke of Luxembourg, his conduct was as exemplary as it before had been when a naval commander\*.

Returning to England as soon as the war was over, he, alas! did not long continue to enjoy the high reputation he had gained in his new occupation. In the month of July 1680 he was attacked by a violent fever, which put a period to his existence, after a very few days illness, on the 20th of the same month, in the forty-sixth year of his age.

His eminent loyalty, and forward zeal on all occasions, to serve his country and his sovereign, was manifested by a continued series of brave, and generous actions, which, as they rendered him honoured and esteemed by all, when living, caused him, when dead, to be as generally lamented. His body was on the following evening deposited in Westminster-abbey †. At the time of his death he was  
lieutenant-

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\* Ext. of a Lett. from St. Dennis, dated Aug. 15, N. S.

“ The earl of Ossory, with the regiments of the king of England's subjects under his command, was engaged in the attack on the side of Castellau, in which, as well the officers as common soldiers, in imitation of his lordship's example, who always charged with them, behaved themselves with the greatest courage and bravery.”

In a letter from the Hague, written on the same occasion, is the following expression, “ The earl of Ossory and his troops did wonders.”

† We find the following elegant character given of him by Granger, Vol. III. “ A pompous list of titles and honours, under the portraits of men of rank, sometimes compose the history of the persons represented. Here we have a man who shone with unborrowed lustre, whose merit was the foundation of his fame. Though he seemed born for the camp only, he was perfectly qualified for the court; not as a wit, a mimic, or buffoon, but by a propriety of behaviour, the result of good sense and good breeding. His courage on board the fleet was scarcely exceeded by that of prince Rupert and the duke of Albemarle; and theirs was never exceeded by that of any  
other

lieutenant-general of his majesty's forces in Ireland, lord chamberlain to the queen, one of the lords of his majesty's most honourable privy council in the kingdoms of England and Ireland, one of the lords of his majesty's bed-chamber, and knight of the most noble order of the garter.

PAGE, James,—was appointed lieutenant of the *Mary* in 1665, and of the *Loyal London* in the following year. In 1668, on the prospect of a rupture with France, he was appointed to serve in the same station on board the *Royal Katherine*, and was removed in the next year into the *Nonfuch*. Soon after the commencement of the second Dutch war he was promoted to the command of the *Portsmouth*; after which, we have no information relative to him.

PILES, Thomas,—was appointed lieutenant of the *Hamborough Merchant* in 1664, and does not appear to have been removed into any other ship, or to have been promoted to the rank of commander, till the commencement of the second Dutch war in 1672; he was then made captain of the *William and Thomas*, hired ship of war.

PINN, Edward,—was appointed a lieutenant of the *Constant Warwick* in 1662; and in 1668 was removed into the *Mary*, as second lieutenant only. At the attack of the Algerine shipping in Bugia bay, on the 8th of May 1672, he commanded one of the boats, and behaved with the most conspicuous gallantry. Sir Edward Spragge,

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other sea officer. He commanded the English troops in the service of the prince of Orange; and at the battle of Mons contributed greatly to the retreat of Marshal Luxembourg, to whom Louis XIV. was indebted for the greater part of his military glory. He, on this occasion, received the thanks of the duke of Villa Hermosa, governor of the Spanish Netherlands, and also the thanks of his Catholic majesty himself. His speech, addressed to the earl of Shaftesbury, in vindication of his father, was universally applauded: it even confounded that intrepid orator, who was in the senate, what the earl of Ossory was in the field. These, his great qualities, were adorned by a singular modesty, and a probity which nothing could corrupt."

Poets and historians praise him in much the same terms, as prose naturally rises to the language of poetry on so elevated a subject. The duke of Ormond, his father, said, "that he would not exchange his dead son for any living son in Christendom."

who

who was the commander-in-chief, was too warm and sincere an admirer of bravery not to reward it. He was promoted immediately to the command of the Dartmouth, and returning from the Streights soon afterwards, had the good fortune to take several prizes, while employed as a cruiser in the Channel, in particular a Dutch privateer of fourteen guns, that had done considerable mischief. In 1676 he was appointed, by king Charles, to the Cleveland yacht; and on the 5th of November in the following year, was removed into the Hampshire. After having been employed some time as a cruiser in the Channel, he was sent to the Mediterranean, where, in the month of April 1680, he added, if possible, to the reputation he had already gained, by attacking, and maintaining an action for ten hours \* with four Algerine frigates, one of which he had at last the good fortune to secure; a second was driven a-shore; and a third, endeavouring to put into Sallee for security, struck upon the bar and was lost. Captain Pinn died soon after this event.

POLLEA, John,—was appointed lieutenant of the Bull in 1665. This was one of the ships unfortunately taken by the Dutch in the following year, during the long and desperate engagement with the duke of Albemarle. In 1672 he was promoted to the command of the Little Francis fireship; from which he was, in the following year, removed to the Benjamin, a vessel of the same description. On the 4th of February 1677-8, he was appointed to the Ann and Christopher, which appears to have been his last command.

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\* *Ext. of a letter from Malaga, April 23, 1680.*—"The Hampshire and Adventure frigates touched here two days since, but made no stay. The former has had a most brave and successful engagement with four Algerines, whom she met the 12th instant between Tangier and Tariffa, and, after a very sharp engagement, took the Calabash, mounted with twenty-eight guns, and in her about one hundred Moors, as many more having been killed, and thirty Christians. The other three, upon the appearance of the Adventure frigate, fled; but they were so closely pursued, that one of them, called the Orange Tree, was forced ashore. In this action captain Pinn had but three men killed and nine wounded. On the 6th instant the Hampshire and Adventure, who are now cruising between this place and the Streight's mouth, came in here; they met with the Golden Horse of Algiers, and were both within musket shot of her, when on a sudden, it proving calm, the Algerine escaped by the help of her oars."

**POOLEY, William**,—was made commander of the *Alice and Francis* fireship in 1672: after the battle of Solebay, in 1673, he was removed, first into the *Hester*, and afterwards into the *Amity*. On the 9th of April 1677, he was made lieutenant of the *St. David*. From this time, till the year of the revolution, he had no other appointment; but on the 5th of September 1688, was made captain of the *Roebuck* fireship; and soon after this time retired altogether from the service.

**PRESTICK, Edward**,—is to be remembered only as having been captain of the *Blessing* in 1672.

**READ, Francis**,—was appointed second lieutenant of the *York* in 1666. In 1668 he was removed to the same station on board the *French Ruby*. On the commencement of the second Dutch war he was promoted to be first lieutenant of the *St. George*; and very soon after the battle of Solebay, to be commander of the *Morning Star*. We cannot find any thing farther relative to him, except that on the 12th of April 1678, he was appointed, by king Charles the Second, to command the *Turkey Merchant*, an hired ship of war.

**RICE, John**,—was made commander of the *Success* fireship in 1672; in the following year he was removed into the *Marygold*, also a fireship, and was unfortunately slain in the engagement with the Dutch fleet, which took place in the month of August in the same year.

**RICKETS, William**,—is known only as having commanded the *Fortune* fly-boat in 1672.

**ROBINSON, Edward**,—is also to be noticed only as having, at the same time, been made commander of the *Elizabeth* ketch.

**ROYDEN, Charles**,—was made lieutenant of the *Monk* in 1664, but does not appear to have been again employed till the commencement of the second Dutch war, when he was appointed first lieutenant of the *Montague*. He was soon afterwards promoted to the command of the *Dunkirk*. In 1673 he served, by appointment of prince Rupert, as lieutenant of the *Victory* during the two first actions with the Dutch in that year. In the month of July he was promoted to the command of the *Staveereen*, and on the 27th of December was removed into his old ship, the *Dunkirk*. On the 12th of  
September

September 1674, he was made captain of the *Guernsey*, and sent to the Mediterranean. We find no occurrence worth commemorating, except that (which is indeed very trivial) of his having driven on shore a small Salletine corsair in the month of December 1675. He continued to command the *Guernsey* a considerable length of time; and was, on the 5th of April 1677, removed into the *Sweepstakes*. He was soon afterwards dismissed, both from his command and from the service, by the sentence of a court-martial, but for what particular offence is not known.

SADLINGTON, Richard,—was appointed lieutenant of the Reserve in 1666. On the prospect of a rupture with France in 1668, he was promoted to be first lieutenant of the *Victory*. When the second Dutch war took place he was made commander of the *Mermaid*; from which ship he was very soon removed into the *Dartmouth*; and again, before the close of the year, into the *English Ruby*. In the ensuing spring he was appointed to command the *Crown*: and after acquitting himself, with the greatest reputation, in the engagement between prince Rupert and the Dutch, on the 28th of May, fell in that contest which succeeded it on the 4th of June following, and which scarcely deserved, as has been already remarked, to be stiled more than a skirmish.

SHERIVE, James,—commanded the *Fortune* prize in 1672; and the *Loye*, of Ipswich, in the following year.

SHORTEN, Robert,—commanded the *Jamaica Adventure*, an hired ship of war, in 1672.

SKELTON, Charles,—was appointed second lieutenant of the *Gloucester* early in the spring of the year 1672. The ship was at that time commanded by captain, afterwards sir John Holmes, whose gallantry we have already had occasion to mention in the account of the attack on the Dutch Smyrna fleet\*. Mr. Skelton's conduct on this occasion was so highly approved by captain Holmes, that when he was soon after promoted to the *Rupert*, he procured Skelton to be removed into the same ship, as a person in whose tried courage and conduct he could

\* See page 105.

place the utmost confidence. On the 5th of February 1672-3, he was promoted to the command of the *Speedwell*, which was only a sixth rate; and the cessation of hostilities with the Dutch, which took place in the course of the following year, prevented his again signalizing himself in the remarkable manner he had done on the former occasion; so that we have nothing farther to record, during a period of sixteen years, than a dull account of his appointments and promotions. On the 12th of April 1678, he was made commander of the *Stavecoren*, a ship taken from the Dutch at the battle of Solebay. On the 11th of September 1680, he was removed into the *Young Spragge*: he was re-appointed to the same ship on the 15th of May 1685. On the 10th of July 1686, he was removed into the *Constant Warwick*; and appears to have been re-commissioned to the same ship on the 1st of May 1688. On the 26th of November following he was appointed, by lord Dartmouth, who then held the chief command of the fleet, to be captain of the *Lyon*. Early in the year 1690 he was made commander of the *Coronation*, a second rate, the ship on board which vice-admiral sir Ralph Delaval, who commanded the blue squadron, carried his flag at the battle of Beachy Head. He continued to command the same ship during the ensuing summer, when the fleet was commanded by Ruffel, afterwards earl of Orford. On its return into port it was overtaken by a violent gale of wind, in which the *Coronation* was most unhappily lost. We have the following account of this accident, in a letter from Plymouth, dated September the 4th. "The fleet having been as far as Ushant, and hearing nothing of the enemy; in their return back they met with very ill weather, and yesterday admiral Ruffel arrived here, with great part of the fleet, in a violent storm, the wind at S. S. E. The *Coronation* was unfortunately lost, being overfet in the Offing; and captain Skelton, its commander, and about three hundred of her men, drowned."

**SPILSBY**, George,—was appointed, by prince Rupert, to command the *Eaglette* ketch in 1672.

**STEPNEY**, Rowland,—was made lieutenant of the *Rainbow* in 1665, of the *Monk* in 1668, the *Bristol* in 1669, and the *Dover* in 1671. He was promoted to the com,

command of the Drake in 1672; and was in the course of the same year removed into the Lilly sloop. He continued to command this vessel many years, as we find him captain of her, in Tangier road, on the 18th of March 1675-6.

TEMPEST, John,—was appointed second lieutenant of the Eagle hired ship of war in the year 1665; in 1667 he was removed into the Ruby; and in 1668, first into the Dunkirk, and afterwards into the Edgar. When the second Dutch war broke out in 1672, he was promoted to be first lieutenant of his old ship, the Edgar; and in the course of the same year to be commander, successively, of the Augustine and Sweepstakes. He is said, by Campbell, to have fallen in the action, which took place between prince Rupert and the Dutch, on the 28th of May 1673; and we are strongly inclined to trust to this information, although prince Rupert makes no mention of captain Tempest's name, in the list of killed, transmitted by him. We never find his name occur in the service after this period, and are well persuaded prince Rupert's account of the officers killed was wonderfully incorrect.

THOMPSON, Thomas,—commanded the St. Peter galley in 1672.

TROTTER, David,—after serving as lieutenant of the Jersey in 1665, and the Foresight in 1670, was, in 1672, promoted to the command of the Emsworth sloop, and in the following year of the Richmond.

TURNER, Francis,—was made commander of the Orange fireship in 1672, and of the Jason fireship in 1673.

WALSH, Lucas,—was appointed lieutenant of the Assurance in 1660, and does not appear to have held any other naval employment till the year 1672, when he was made commander of the Jersey.

WASHBOURN, Robert,—was made lieutenant of the Mary in 1668, and of the Newcastle in 1671. In the following year he was promoted to the command of the Society fireship, and in 1673 was removed into the Staveereen; after which appointment we find no mention made of him.

WHITEING, William,—was appointed commander of the Phoenix Merchant in 1672.

WOOD,

WOOD, John,—is, in all probability, the same person, whose life has been already given\*, in part, page 51. We are strengthened in this opinion by finding him commanding officer in a voyage of discovery, undertaken in the year 1676. When the captain †, who was put under his orders, was made a commander as early as the year 1665, and consequently must have had priority of rank, were we to date the commencement of this gentleman's command from the year 1672. Let us take up, therefore, our account of this gentleman, where we before left off. After having, in former years, served as commander of several ships of war, and particularly of the *Kept*, in 1672, he was in 1673 successively appointed lieutenant of the *Assistance*, the *Princess*, the *Lyon*, and the *Sovereign*; and towards the end of the year resumed his old rank as a commander, being appointed captain of the *Bonadventure*. On the 28th of March 1676, he was made commander of the *Speedwell*, one of the ships intended to be sent to attempt the discovery of a north-east passage to China and Japan. Captain Wood was, indeed, the fittest person that could be employed on such an expedition, as he was himself the projector of the voyage. To a most perfect knowledge of every branch of science necessary to constitute an able navigator, he added a most sound judgment that very rarely erred, and which, if it deceived him in this particular instance, left him not without the consolation of having had many persons of the greatest penetration involved in the same persuasion and absurdity. The expence of the equipment was, in part, defrayed by the duke of York, lord Berkley, sir John Banks, sir Joseph Williamson, Mr. Pepys, captain Herbert (afterwards earl of Torrington) and others, who entered into a subscription for fitting out, as the *Speedwell's* consort, the *Prosperous* pink, of one hundred and twenty tons burthen, it being deemed imprudent to send any vessel, singly and unattended, on so hazardous an expedition. The event justified their prudence; and a measure so beneficial, and which repeated experience has proved essentially necessary, ought never to be discontinued.

The vessels were sufficiently manned, and stored with provisions for sixteen months, together with a cargo of

\* Although in the navy list he is described as a different person.  
 † Flaws. See page 164.



Such merchandise and commodities as were most likely to be in request on the coasts of Tartary and Japan. They sailed from the Thames on the 28th of May, and proceeded on their voyage, without meeting with any sinister event, till the 29th of June, when, about eleven at night, the Prosperous made a signal for seeing the breakers on her weather bow; and the Speedwell, before she could wear round and bring to on the other tack, struck on a ledge of sunk rocks. Several guns were fired to give notice to her consort of her distress, but they were not heard. Every method prudence could suggest, and exertion execute, to get the ship off, were tried, but in vain, the pumps not being able to clear the ship when the flood made, the masts were cut away to lighten her. At length every hope of saving the ship being totally at an end, they dispatched their pinnace to find a landing place on the shore, from which they were not far distant, intending to save what provisions, and carpenter's tools, they could, by the help of which they hoped to be able to lengthen and store their long-boat sufficiently, so that it would carry them back to England. The landing place was discovered; but, to render their distress as complete as it could be short of total annihilation, their pinnace was overfet on putting from the ship, with a cargo of bread, provisions, and powder, two of the ship's crew were drowned, the remainder got safe on shore. But the Speedwell having, before their departure, filled with water as high as the upper deck, they were only able to get out of her, exclusive of what had been lost in the pinnace, two bags of bread, some cheese, and a few pieces of pork. With this slender stock they were to endeavour to lengthen their long-boat twelve feet, in order to enable her to carry their whole company; but the abilities of their carpenter not being deemed competent to so great an undertaking, the idea was given up; and it was proposed to endeavour travelling by land towards Weygatz, in hopes of meeting some of the Russians.

On the 30th, the ship, very soon after the crew had quitted her, went to pieces; but a considerable part of the wreck driving on shore, together with several casks of provisions, proved a most comfortable and desirable relief. They continued in this terrible state of anxiety and uncertainty, in a most dreary, cold, and uncomfortable.

comfortable region, till the 8th of July, when the *Profperous*, commanded by captain Flawes\* arrived. He apprehended some danger had befallen his consort on finding he did not rejoin him, and very prudently put back in search of him. Thus, by the precaution of adding a second vessel to that fitted out at the expence of government, the misfortune was confined to the loss of the ship only and the failure of the voyage.

The *Profperous*, with captain Wood and his crew, arrived safe in the Thames on the 23d of August. On the 2d of April 1677, he was appointed to command the *Diamond*; and, on the 16th of July 1681, the *Constant Warwick*. In the month of April 1682, he received orders to cruise, for a month, in soundings, but did not live to carry them into execution, dying at Falmouth on the 25th of the same month.

WRENN, Ralph,—was appointed commander of the *Hopewell* fireship on the 18th of April 1672; in the following year he was removed into the *Rose Dogger*; but we do not find, in either of these commands, any display of that gallantry on account of which he afterwards became entitled to so much praise. On the 23d of February he was made first lieutenant of the *Reserve*; on the 16th of July 1677, he was promoted to the command of the *Young Spragge* fireship; on the 4th of November 1679, he resumed his original rank of lieutenant on board the *Kingsfisher*, at that time commanded by captain Morgan Kempthorne. The desperate engagement which took place in the month of May 1681, between the *Kingsfisher* and seven Algerine ships of war, is one of those very remarkable naval transactions which, standing most forward in the group of glorious deeds, attract the notice of all, and can never be sufficiently admired by them. That we may do every justice to Mr. Wrenn's bravery, we shall insert an extract from an account of the action, written immediately after it had taken place. The language of the time always affords the justest delineation both of heroism and demerit. "After the death of captain Kempthorn, lieutenant Wrenn took upon him the command of the ship; and Mr. Samuel Atkins dis-

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\* See page 164.

charged the duty of lieutenant. In the meantime the admiral, who had been beaten off, filled and laid them a-board the second time, in the same place, pouring in his great and small shot, at which the English were far from being dismayed; but received him with continual shouts and firings. Soon after the Algerine fell a-stern, and there lay within half pistol shot, while three others kept on the frigate's quarter at a little more distance; the other three, that placed their broadside first, lay hovering to windward, and firing; one of them only shooting a-head and passing his broadside, and receiving the frigate's fell a-stern by her lee side.

“ In this manner the fight continued till about ten o'clock, when the Algerines suddenly fell a-stern to take an account, as is supposed by their coming so near each other, of the damage they had sustained, which was, doubtless, very considerable; for that, in about an hour's time, the admiral, and four more only, came within pistol-shot and renewed the fight, firing continually from that time till near one in the morning, and then brought to with their heads to the southward, leaving the frigate to keep her course to Naples, whither she was bound.”

In this fight the frigate took fire twice, once by accident on the quarter deck, and the second time by a stink-pot the admiral threw into their gun-room port, which blew up two cartridges of powder and killed and hurt several men. In the whole action, which is certainly one of the bravest that has been heard of, and wherein both officers and all the seamen gave the greatest proof that could be, of their conduct and courage, there were, of the English, eight men killed and thirty-eight wounded.

In consequence of his very meritorious conduct on this trying occasion, admiral Herbert promoted Mr. Wrenn, on the 9th of August 1681, to be commander of the *Nonfuch*, a fifth rate of forty-two guns. He was removed from this ship, into the *Centurion*, on the 23d of May 1682; and, with very little interruption, continued in the same command many years. He had not, however, the good fortune to effect any service more remarkable than that of capturing a Salletine corsair, in the month of November 1683, while on his passage from Tangier to Lisbon. He was re-appointed to the *Centurion*

tion on the 5th of May 1685. On the 26th of July 1687, he was made captain of the *Mary Rose*; and on the 5th of September 1688, was removed into the *Greenwich*.

He was continued in the same command after the accession of king William, who appointed him, in the year 1690, to the *Norwich*. In the month of December 1691, he was sent commodore to the West Indies, as successor to captain Wright. His force was very small; nevertheless he contrived, through his gallantry and address, to stem the force of the French, who much outnumbered us in that part of the world. He sailed from Plymouth on the 26th of December, having under his orders two fourth rates only, the *Mordaunt* and *Diamond*. He arrived on the 16th of January at Barbadoes, where he found the *Mary* a third rate, together with the *Antelope*, *Assistance*, and *Hampshire*, fourth rates, and the *St. Paul* fireship; these, according to his instructions, he was to take under his command, after detaching one ship to Jamaica, from whence it was to sail for Europe with the convoy. Authentic information having been received by him, on his arrival, that the French were in much greater force than had been apprehended, he thought it necessary, notwithstanding the weakness of his own squadron, to detach the *Assistance*, *Hampshire*, and *St. Paul*, to Jamaica, for the greater preservation of that valuable colony from any desultory attack of the enemy.

It being confidently reported that nine French ships of the line had been discovered a few leagues to leeward of Barbadoes, it was determined, by advice of the council, to hire into the king's service, two stout merchant ships, to remedy in some degree the great inequality of the commodore's force to that of the enemy. This being accomplished, and farther accounts being received that eight out of eighteen ships, which the French then had in that part of the world, were actually cruising off Barbadoes, it was determined, the squadron trivially reinforced as it was, should put to sea, and, if possible, attack the enemy while their force was thus divided. The soldiers having been taken on board, and every possible expedition used to equip this little squadron, commodore Wrenn was enabled to sail on the 30th of January, having under his com-

command the *Mary* a third rate, four fourth rates, the two hired armed ships, and two privateer sloops.

After cruising for five days off the north-east end of the island, without being able to meet with any of the enemy's ships, he returned to Carlisle Bay on the 5th of February, when it was determined, in a council of war, that the Squadron should again put to sea with the utmost expedition. It was moreover resolved that the commodore should take such merchant ships as were in those seas under his convoy, and proceed for Jamaica, where he might be farther reinforced by the two fourth rates and the fireship, which he had before detached, and consequently better able to cope with the very superior force of the enemy.

The Squadron accordingly sailed on the 17th of February, and on the 21st, off the island of Desceada, got sight of the French fleet, under the count De Blenac, consisting of eighteen ships of war, from forty to sixty guns, two fireships, and five or six small tenders.

Wrenn lay under every possible disadvantage; his little Squadron was so much scattered at the time he fell in with the enemy, that he was obliged to bear away several leagues to leeward, in order to collect the ships and range them in order of battle, with the convoy to leeward of them. The French were within gunshot the whole night, but made no attack. In the morning, after having spent some hours in consulting and manœuvring, they bore down about eight o'clock with much apparent resolution; four of them in particular made a furious attack on the *Mary*, the largest ship in the English Squadron; but lieutenant Wyatt, who commanded, defended her so gallantly and spiritedly, that the commodore had time to relieve, and extricate him. The *Mordaunt*, another of the Squadron, together with the *England* frigate, one of the hired ships, were at this time engaged in the very center of the enemy, yet, with much resolution, fought their way through, and rejoined their friends.

The commodore finding it impossible to obtain victory with such inequality of force \* prudently took care

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\* His Squadron consisting, as has been already stated, of seven ships, five only of which were men of war.

to retire, after having, with the utmost bravery contended, with an enemy so much superior, upwards of four hours: This step was not taken with the precipitation that usually attends retreat; but with the cool circumspection of a commander who declined farther contest; not through fear of his enemy, but because he found it impossible, by continuing the action\*, to acquire the advantage his gallantry deserved, but which his force could not enable him to reap. He carefully provided for the safety of the ships under his charge, and the enemy suffered him to bear away without the smallest molestation, foreseeing very little advantage from forcing an action with so resolute a foe.

He returned to his former station in Carlisle Bay in Barbadoes, with the glory of having engaged, for a considerable time, an enemy of triple his own force, without sustaining defeat, or even the smallest loss. Naval historians have very justly remarked, that this action, inconsiderable as it may appear to those who are pleased with nothing less than the destruction of the foe, may fairly be classed among those most gallant exploits which stand, though scarcely less entitled to them, foremost in the rank of popular favour and admiration.

Wrenn did not long survive the honour he had gained on this occasion. The change of climate, and, it is not improbable, the chagrin he felt at the prospect of being able to effect so little service, had brought on a lingering indisposition, even before the late engagement. On his return to Barbadoes his health began to decline with much greater rapidity; and death soon afterwards put a final period both to the sorrows and the service of a very brave, active and intelligent officer.

YENNIS, Ezekiel,—was appointed lieutenant of the Society in the year 1665; and in the following year was removed, first into the George hired ship of war, and soon afterwards into the Hampshire. On the commencement of the second Dutch war, in 1672, he was made commander of the Alice and Francis fireship, and was unfortunately killed, on the 28th of May following, at the battle of Solebay.

YOUNG, John,—appears to have never had any other command than that of the Tulip sloop, to which he was appointed in 1672.

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\* Longer than while it was absolutely necessary, to secure the convoy under his protection.

1673.

BARBER, James,—was, in the above year, made captain of the Bonetta sloop. In 1675 he was removed into the Tripoli prize; and, on the 12th of July 1677, back again into his old ship the Bonetta. On the 13th of June 1679, he was appointed, by vice-admiral Herbert, to command the Assistance; and on the 13th of April 1681, was removed, for the third time, into the Bonetta. On the 29th of July 1682, he was made captain of the Ann and Christopher guardship; and was re-appointed to the same vessel, after the accession of James the Second, on the 9th of June 1685. After the revolution\* he was made captain of the Tyger prize of forty-six guns. He died on the 3d of February 1691.

BELBIN, Peter,—was, in 1672, made second lieutenant of the Rupert. Early in the following spring he was promoted to be first lieutenant of the Gloucester; from which situation he was soon afterwards still farther promoted, by prince Rupert, to the command of the Sweepstakes. We find nothing more relative to him, except that, on the 30th of April 1677, he served as first lieutenant of the Montague.

BERRY, Thomas,—from being lieutenant of the Hampshire, to which station he was appointed in 1672, was promoted to the command of the Success in the following year. We find nothing of him after this time till the 12th of August 1678, when he was taken by sir John Narborough, at that time commander-in-chief in the Streights, to be his second lieutenant, on board the Plymouth. On the 13th of January in the following year, he was promoted to be first lieutenant of the Foresight; and on the 11th of April 1682 of the Gloucester. From this ship he was, on the 15th of June following, removed to the same station on board the Henrietta. He is said to

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\* On the 18th of March 1688-9.

have been discharged from this ship by the sentence of a court-martial; but no mention is made of the nature of his offence.

He appears, however, to have soon returned to the service, as we find him, on the 5th of February 1683-4, appointed lieutenant of the *Ann* yacht. This he owed to the countenance of lord Dartmouth, who, on the 14th of April 1685, got him removed into the same station on board the *Oxford*. On the 14th of May 1687 he was made captain and master of the *Ann*. On the 4th of April following he returned to his former rank of lieutenant, and was appointed to the *Dover*; but on the 3d of May 1688, was made captain of the *Deptford* ketch. He was cast away on the coast of Virginia, and drowned, on the 26th of August 1689.

BEVERLEY, John,—was made lieutenant of the *Mermaid* in the year 1672, and captain of the *Jacob* dogger in the following year. On the 26th of April 1677, he was made lieutenant of the *Guardland*; on the 30th of April 1678 of the *Montague*; and on the 15th of May 1680 of the *Assistance*. On the 10th of April 1687 he was again promoted to his former rank of commander, and appointed to the *Saudadoes*. On the 9th of September 1688, he was removed into the *Jersey*, a fourth rate; and soon after into some other ship, whose name we have not been able to discover. He was present at the battle of Beachy Head, but was not engaged. The reason he himself assigned for being out of the line is, "*that his ship's staff was carried away.*" We do not find he was ever employed after this time; but was, on the 15th of March 1696, put on the superannuated list, with a pension as captain of a third rate. He died on the 12th of February 1699.

BILLOP, Christopher,—was, in the year 1671, made lieutenant of the *Portsmouth*; from which ship he was removed into the same station on board the *Bristol* in the following year. On the 7th of May 1673, he was promoted to the command of the *Prudent Mary* fireship. On the 3d of February 1674 he was made captain of the *Rainbow* hired ship of war; and, on the 20th of July 1680, of the *Deptford* ketch. Whether he retired from  
service



Service for a time after this period we know not\*; but we have not been able to learn any thing relative to him till the year 1692, when we find him commanding the *Ossory* of ninety guns: he was appointed to this ship, as successor to captain Tyrrel, on the 6th of December; and was promoted, on the 23d of May following, to the *Victory*, a first rate. On the death of sir J. Ashby, in the following month, capt. Billop was removed into the *London*. The time of his death is unknown to us. He was living, but unemployed, in 1699.

BOOTH, Thomas,—was appointed lieutenant of the *Kent* in 1672. Early in the following spring he was removed to the same station on board the *York*; and in the course of the same year was promoted to be commander of the *Pearl*. In the month of February he captured a small Dutch privateer, of six guns only, which had long infested the coast. On the 14th of February 1677, he was removed into the *Falcon*. He is said to have been hanged at Yarmouth, on account of a commotion, or riot, he excited there; but the particular circumstances attending it are not known.

BOOTH, William,—was, on the 16th of June 1673, appointed commander of the *Pearl* fireship: on the 30th of the same month, in the year 1675, he was removed into the *Eagle* fireship: on the 17th of May 1678, he was made captain of the *Richmond*; and, during the course of the same year, was removed into the *Adventure*. He was, soon afterwards, sent into the Mediterranean, where, in the month of April 1680, he had the good fortune to drive on shore an Algerine frigate of thirty-two guns and three hundred and sixty-eight men, after a smart action; towards the close of which, the *Bristol*, captain Wyborne, getting up, the Algerine endeavouring to escape, grounded about five leagues from Tangier. The corsair overfet as soon as she struck on the shore; and the main-mast going away at the same instant, and falling into the boat, in

\* In a note, inserted in Lediard's History, page 699, we find the following piece of information relative to him.—“These gentlemen,” Lord Preston, Mr. Ashton, and others, “thus appointed by the party, having hired a vessel of Mrs. Jane Pratt, of Barking in Essex, for their transportation into France, went on board her at Battle Bridge; but the whole plot being discovered, the government ordered captain Billop to attend their motions, who accordingly suffered them to sail below Gravesend, and then boarded and took them.”

which were the captain and several of the crew who were endeavouring to save themselves, it sunk, and the captain and all those who were in it were drowned. The Adventure, however, saved near sixty Christian slaves, near half of which were English.

On the 11th of the same month captain Booth assisted captain Pinn of the Hampshire, in defeating four Algerine frigates; one of which was taken\*. On the 8th of April 1681, still continuing on the same station, he fell in with a very large ship of war, belonging to Algiers, called the Golden Horse, mounting forty-six guns, and manned with five hundred and eight Moors and ninety Christian slaves.

This vessel was commanded by Morat Raiz, a Dutch renegado, who had, by his courage and conduct in a variety of former actions, acquired the highest degree of celebrity. The action commenced close under Cape de Gatt, about two o'clock in the morning, and continued, without the least intermission, till three in the afternoon, when the Algerine having lost her main-mast, her commander also having had his thigh broke by a musket ball, it was determined to surrender. Unfortunately, at that instant, a strange sail hove in sight under Turkish colours; and the Algerines deriving fresh courage from the expectation of succour, renewed the fight with extraordinary vigour till night, by which time one hundred and nine of their people were killed, and one hundred and twenty wounded; all their masts were shot away, and six feet water in the hold. The Adventure herself, though considerably less damaged than her antagonist, was, nevertheless, very incapable of commencing a second engagement with a fresh ship which was now coming up very fast, and was still apprehended to be an enemy. In this dilemma captain Booth ordered the Calabash fireship, then in company with her, to attempt the destruction of one of the two, whichever he could most conveniently grapple. The fireship's boat having been staved in the night, this order was, luckily, prevented from being carried into execution; for, as soon as day broke, the strange ship hoisted English colours and bore down. She proved

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\* See the Life of captain Pinn, p. 378.

to be the *Nonfuch*, commanded by captain Wheeler, who immediately took possession of the corsair without the smallest resistance; the whole merit of having subdued the enemy still remaining with captain Booth.

On his return from the Mediterranean he was, on the 14th of April 1683, made commander of the *Grafton*; from which time, till the 25th of September 1688, just before the revolution, we hear nothing of him; he was then appointed captain of the *Pendennis*. We do not find him acting ever as a naval officer after this time; but immediately on the revolution taking place, he received the honour of knighthood, and was constituted commissioner of the navy, and comptroller of the store-keeper's accounts. He held this office only a short time, captain Priestman having been appointed his successor in the following year; but whether in consequence of his death, or resignation, is not known.

BYNNING, Thomas,—was made lieutenant of the *Portsmouth* pink in 1672: on the 29th of November 1673, he was promoted to be commander of the *Swan* prize. We know nothing more of him, except that, on the 12th of April 1678, he was made commander of the *Ann* and *Joan*, hired ship of war.

CARTER, Richard,—is to be singularly noticed as having, most unmeritedly, endured a much greater share of obloquy than usually falls to the lot of so brave and distinguished a character. He was appointed first lieutenant of the *Cambridge* in the year 1672; this ship was, at that time, commanded by captain Herbert, whose gallant attack on the Dutch East India fleet, in the month of August, has been already related\*, and reflects no small degree of credit on Mr. Carter, as well as his brave commander, whose spirited efforts he most ably seconded. His behaviour, regular in the pursuit and acquirement of reputation, procured him the command of the *Success* very early in the following year. From this ship he was very soon afterwards promoted, by prince Rupert, to the *Crown*, a fourth rate of forty-two guns. In the month of June he was detached by his highness, together with the *Nightingale*, commanded by captain Harris, to cruise off the coast of Zealand. On their return to the fleet

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\* See page 260.

they fell in with three large Dutch frigates, whom they engaged. The leading particulars have been already given in the life of Mr. Harris\*; but as the account of this little action, published by authority, is very short, and as it has not been thought of consequence enough to be noticed by historians, we cannot resist the temptation of inserting it †, and rendering so remarkable and gallant a transaction more generally known. On the 12th of April 1675, he was appointed captain of the Swan; from which ship he was, on the 7th of January 1678, removed into the Centurion. He was sent to the Straights in the month of March, under the orders of sir John Ernley, in the Defiance, as convoy to a fleet of merchant ships.

He continued on this station a considerable time. We find him, in the month of November 1679, serving on shore, under his old commander and friend admiral Herbert, in the defence of Tangier, then severely pressed by the Moors. In this service he was wounded, but fortunately so slightly as to produce no ill consequence. After his return he was not again called into service till the eve, as it were, of the revolution, when, on the 3d of August 1688, he was appointed commander of the Plymouth. He is suspected, and, indeed charged, in very positive terms, by some historians, of having been much more strongly attached to the interest of the late king James, than could properly warrant, consistent with honour, his acceptance of a command under his successor king William. To advance a positive charge is among the least

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\* Page 188.

† "Whitehall, June 10.—We have advice that two of his majesty's frigates, the Crown and the Nightingale, having been sent out by his highness, prince Rupert, to cruise in their return from the coast of Zealand, met, the 8th instant, to the eastward of the Galloper, about three in the morning, with three Dutch men of war, which were to windward of them, the biggest of forty-four guns, and the other two of thirty guns a-piece. About five in the morning our frigates engaged them, and fought them very briskly as a leeward wind would give them leave: they fought three hours; but the Dutch finding our ships too hot for them, and having received some damage, made all the sail they could towards their own coast, ours chasing them seven hours, but finding they could not come up with them gave over the chase and are come in."

difficult labours of a writer, who troubles not himself whether he can substantiate it to the conviction of the world; and if any reliance can be placed in the actions and words of a man, in the last moment of his life, the charge of disaffection and treachery is certainly built on no better foundation than the peremptory assertions just now alluded to; but of this hereafter.

After the revolution had taken place he was continued in the command of the same ship, which he still held at the unfortunate battle off Beachy Head. He there led the van of the red squadron, and was one of the few English commanders, of that squadron, who were enabled, from the form in which the French fleet was drawn up, to get near enough to receive considerable damage; by that means he fortunately escaped the censure even of the Dutch\*. In 1692 he was promot'd to be rear-admiral of the blue, or, as some say, in 1691. He was sent on the 14th of April to cruise off the coast of France, with a squadron, consisting of eleven line of battle ships, seven frigates, three fireships, and some small vessels. The object of the expedition was to destroy any single ships or small squadron he might discover, under Cape la Hogue, or off Havre. But information having been received that the French were preparing to put to sea in great force, orders, for his return to the fleet, were dispatched after him on the 20th and 23d of the same month. On the 9th of May he met sir Ralph Delaval, who had been detached, with a small squadron, in search of him; and they both fortunately joined admiral Russel on the 13th, six days before the battle of La Hogue. This period has been chosen, by his enemies, as the principal æra of his delinquency. He has been charged with having furnished the late king, during the whole time he was in command, with information relative to every motion of the fleet, and that he actually received a bribe of ten thousand pounds, which was to be the purchase of his desertion in the hour of action.

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\* As for what concerns the English, most certainly, unless it were some few vessels that fought against Torrington's order, the rest did nothing at all.—Evertz. Letter to the States General.

His conduct, the justest and most certain proof of his integrity, is a very complete refutation of this vague and unfounded charge; no other proof of which has ever yet \*been brought forward, save what the distempered imaginations of his adversaries have been pleased to suggest. Here he fell strenuously maintaining and supporting the character of a brave man; and even with his latest breath, endeavouring to infuse into his people a spirit of gallantry, by his exhortation, when he was no longer capable of doing it by his exertion, and personal example.

CARVERTH, Henry,—patronised by that very great and gallant officer the earl of Ossory, was, in 1672, appointed lieutenant of the Resolution; and was, in the course of the same year, removed into the same station on board the Victory. In the following year, before the

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\* We find in Lediard the following information. “Some time before, the jacobites had sent over captain Lloyd express to lord Melfort, to acquaint his lordship, “that they had corrupted several of the English commanders, particularly admiral Carter.” On this he very liberally and candidly makes the following remark:—The report was, that rear-admiral Carter had ten thousand pounds given him to bring over his division to the French. What ground there was for this rumour is uncertain. True it is, rear-admiral Carter was not rich; yet it is plain he never received such a bribe, because he died poor, though it was in the bed of honour, at the same time that he was said to have been suspected. Campbell very forcibly observes, “the manner of his death shews how false the aspersion was, that he had taken ten thousand pounds to fire upon the French only with powder, who were to return the like; and then he was to go over to them with his squadron.” As he certainly died like a man of honour, it is but just to believe that he was strictly such while he lived. To this we beg to add, that among the number of persons whose names occur in the State Papers, published by Macpherson, as attached to the cause and interest of James, no mention is made of Carter as one of them. On this there needs no comment.

Dalrymple, admitting an intercourse between Carter and the late king, makes the following observation on his death. “During this chase rear-admiral Carter was killed, giving orders, with his last breath, to the officer next in command, to fight the ship as long as she could swim; a proof either that his correspondence with James had been maintained with a view to deceive him, or, that the last passion in an Englishman’s breast is, THE LOVE OF HIS COUNTRY.”

Ralph asserts, “that there is every reason to believe Carter received instructions from queen Mary, to encourage a correspondence with James, that she might by that means discover his intended projects and prevent their success.”

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fleet put to sea, he was made first lieutenant of the *Swiftsure*, and was soon afterwards put, by prince Rupert, into the *St. Michael*, as second lieutenant. This last removal was, certainly, at the joint instance and request both of the earl and Mr. Carverth himself, as, except during the time he served on board the *Swiftsure*, he always removed, from ship to ship, with his noble patron and friend. During a temporary absence of the earl he was appointed to the chief command of this ship; and, on his admiral's return to the fleet on the 25th of September 1673, continued to serve with him as second captain, which station was, as we have already frequently remarked, to be captain of the ship\*. The war being over, and the larger ships dismantled, captain Carverth was, in 1674, removed into the *Woolwich*; and, on the 29th of March 1675, into the *Young Spragge*.

On the 10th of September 1676, he was made commander of the *Francis*; and, on the 12th of April 1678, was removed into the *Greenwich*. Ever since the year 1675, he had been employed either on the Mediterranean service, or in convoying fleets to and from the *Streights*. In this species of duty he was still occupied in the month of April 1680, in company with sir Richard Munden, in the *St. David*. On the 11th of the same month, having separated from sir Richard, he discovered four Algerine frigates about ten leagues W. S. W. of Rota Point: they instantly bore down upon him with all the sail they could croud; and when they came within a league of him hoisted Turkish colours. Captain Carverth despising the superior numbers of the enemy, cleared ship, hoisted his colours, and fired a gun to windward as a kind of challenge. The enemy's ships, on their nearer approach, prognosticating his resolution from the manner in which he lay to receive them, wore round and stood to the eastward in the utmost haste and confusion. Captain Carverth, in his turn, pursued; but after he had continued the chase upwards of an hour, finding he did not get near his antagonists, and night coming on, he thought it im-

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\* The earl of Ossory being styled "*admiral and captain*." As a farther instance of this custom, see the life of captain Harwood, page 293; and captain Shelly, page 297.

proper to continue the chace any longer, more especially as he feared separation from some very valuable merchant ships, which were at that time under his protection. He returned to England soon afterwards; and on the 12th of October 1681, was appointed to the *Swallow*; after which time we can find nothing relative to him.

CLARK, Thomas,—was appointed commander of the *Well dogger* on the 17th of November 1673.

CLIFFORD, Elias,—was made captain of the *Preventer sloop* in 1673; and was soon afterwards, in the course of the same year, removed into a new sloop called the *Portsmouth*.

COOKE, John,—was appointed to the command of the *St. Lawrence* in 1673.

COPOW, William,—was, in 1665, made lieutenant of the *Rainbow*; of the *Loyal Subject* in 1667; the *French Ruby* in 1668; and the *Mary Rose* in 1673; which ship he was, on the 18th of June in the same year, promoted to the command of. We meet with nothing farther relative to him, except that, on the 20th of November 1677, he was appointed lieutenant of the *Jersey*.

CULPEPPER, Joseph,—was, on the 18th of July, made commander of the *Culpepper fireship* \*.

DICKSEY, William,—was made captain of the *Invention sloop* in 1673.

EFFRITH, Robert,—was, in the same year, appointed commander of the *John's Advice*.

FITTON, Henry,—was, at the same time, made captain of the *Hopewell fireship*.

FITZHERBERT, Humphrey,—was, on the 3d of December, appointed to command the *Oxford*; and very soon afterwards was removed into the *Henry*.

FOULER, Thomas,—was made second lieutenant of the *Reserve* in 1670, and of the *York* in 1672: in the course of the same year he was promoted to be first lieutenant of the *London*; and, in 1673, was removed into the same station on board the *Prince*, the ship on board which the gallant fir *Edward Spragge* hoisted his flag as

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\* It is most probable this ship was his own property; and that, having been hired into the king's service, this gentleman was himself appointed to the command of her.



admiral of the blue squadron. He was soon afterwards promoted to be second captain of the same ship. After the unfortunate death of his admiral\*, captain Fowler was removed, by prince Rupert, into the Rupert of sixty-four guns; and he was re-appointed, by king Charles, to the same ship on the 27th of December following.

On the 27th of April 1675, he was made captain of the Swallow. From this ship he was removed into the Greenwich on the 7th of January 1677-8; and on the 13th of April following into the Henrietta. On the 22d of September, in the same year, he was again removed into his old ship the Swallow. We find him to have returned to Europe in the month of April 1679, having a fleet of merchantships under his protection. He continued to command the Swallow a considerable time, probably till the year 1683; but we find nothing more material concerning him, during this period, than that, during the month of August 1679, he had the misfortune to drive on shore, near Uthant, two English and one French ship; each party mutually mistaking the other for Algerines.

On the 14th of April 1683, he was appointed captain of the Woolwich. In this station he continued till the 20th of April 1685, when he was removed into the Golden Horse; and on the 11th June following into the Happy Return. Nothing farther has come to our knowledge.

FOX, John,—commanded the Deal dogger in 1673.

GROVE, John,—was captain of the Frog dogger in the same year.

HARMAN, James,—was the son of the brave admiral sir John Harman †. He was appointed second lieutenant of the Montague in 1672, and in the following year was promoted to be first lieutenant of the St. George. Early in the same summer he was made commander of the Guernsey, the very ship in which he, some years afterwards, so bravely, though unfortunately fell. In the autumn he was removed into the Bristol, to which ship he was again re-appointed on the 15th of April 1674. He is supposed to have held this command till the 17th of March 1677, when he was made captain of the Guernsey. Being sent

\* See page 76.

† See page 97.

to the Streights soon afterwards, on the 19th of January 1677, he fell in with the *White Horse*, a ship of war belonging to Algiers; she was the largest belonging to that piratical state, carrying fifty guns, and manned with five hundred men; while the *Guernsey* had only twenty-six guns and one hundred and ten men. The Algerine attempted to board captain Harman twice, and was as often repulsed. At length, after having received considerable damage, the Turk thought proper to sheer off.

Nine men were killed on board the *Guernsey*, and among them their intrepid commander, who received three wounds, with musket balls, at different periods of the action; and, towards the conclusion of it, a desperate contusion from a cannon shot: he nevertheless continued to command, till, senseless with pain and loss of blood, he fell speechless on the deck. He did not, however, die till three days afterwards.

When we compare the force of the enemy with the very inferior strength of the English, we may almost induce ourselves to believe the romantic fictions of chivalry less destitute of foundation than reason teaches us they were. Without travelling, however, into the regions of improbability, this action of captain Harman may serve to convince us, nothing is too arduous for knowledge and experience to accomplish, if bravery accompany them.

HARRIS, John,—was successively made lieutenant of the *Sweepstakes* and the *St. George* in 1673. In the course of the same year he was promoted to the command of the *Cutter sloop*. In 1675 he was made lieutenant of the *Guernsey*, a station he occupied during the action just related in the life of captain Harman. On the 31st of August following sir John Narborough, at that time commander-in-chief in the Mediterranean, appointed him captain of the *Emsworth sloop*. We know nothing farther relative to him, except that he is said to have been appointed, by James the Second, captain of the *Sampson fireship* on the 25th of April 1688.

HARVEY, Edward,—commanded the *Hester fireship* in 1673.

HOLLAND, Robert,—was made commander of the *Tulip dogger* in 1673.

HUDSON,

HUDSON, Richard,—was, at the same time, made captain of the Dover dogger.

HULL, John,—was also, in the same year, made commander of a ship, or vessel, called the Isle of Wight.

HYATT, Abraham,—succeeded Richard Hudson in the command of the Dover dogger in 1673.

JEMMETT, William,—commanded, in the above year, a ship called the Fortunate Mary.

JOY, John,—was, in the same year, captain of the Buck dogger.

KEMPTHORN, John,—was made lieutenant of the Fairfax in the year 1672; in the following year he was promoted to the command of the Monmouth yacht; and, lastly, on the 12th of April 1678, was made captain of the Dover.

KEMPTHORN, Morgan,—was the son of admiral sir John Kempthorn\*. Descended from a brave and illustrious father; he in no degree diminished the splendor of his parent's actions. He was, in the beginning of the year 1671, made lieutenant of the Mary Rose, of which his father was, at that time, captain. In the following year he was removed to the station of second lieutenancy on board the St. Andrew, on board which ship his father, sir John, had hoisted his flag as vice-admiral of the blue. He is said to have been made commander of the Monmouth yacht; but of this appointment we entertain some doubt, and suppose him to have been confounded with John Kempthorne, who was certainly appointed to the same vessel in this year. We are strengthened in our idea of this mistake when we recollect that, at the time this promotion is said to have taken place, Mr. Kempthorne was not quite sixteen years old. However, on the 21st of October 1679, he was appointed commander of the Kingsfisher, and sent immediately afterwards to the Straights with a convoy. He is supposed to have continued on this station till the time of his death, which took place in the month of May 1681. The action, which was the occasion of it, is one of the few private, if the term may be allowed, transactions in war which have been deemed sufficiently consequential to attract the notice

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\* See page 111.

of the historian; but as it has only been related in general terms, we have thought necessary to subjoin the following particular account, written at the time\*. Campbell has been guilty of an anachronism in his life of sir John Kempthorne, in saying, the gallantry exhibited by his son on this occasion, afforded him the greatest satisfaction; sir John died two years before his son was killed. According to Campbell, this very brave young officer was, at that time, only twenty-three years old.

LAYTON, Henry,—was made commander of the Country Welfare, by prince Rupert, in the year 1673.

L'HOLSTEIN, Gustavus,—said to have been a noble Swede, who entered into the English navy, and was naturalised: he was appointed commander of the Antelope in 1673, and of the Newcastle on the 4th of April 1677.

LEONARD, Solomon,—was made commander of the George dogger in 1673.

LONG, William,—was made lieutenant of the Golden Phoenix, and of the Slothony, (a ship taken from the Dutch) in 1668. He was not promoted to the rank of commander till the month of February 1673, when he was made captain of the Zant frigate. On the 26th of April 1675, he returned to his former rank of lieutenant, being appointed

\* Extract of a letter from Naples, May 24, 1681.—“ Here is now in port an English frigate called the Kingsfisher, lately commanded by captain Kempthorn, who maintained a fight, with seven Algerine men of war, with so much bravery and courage, that people here are in admiration of it, and with great curiosity flock to see the ship and men who behaved themselves with such extraordinary courage and resolution. The account that we have of the action is,

“ That on Sunday last, about one of the clock, they made eight sail; that soon after they discovered that they were seven Turks men of war and a small Satea, and being come within pistol-shot, the first of the Algerines poured into them his broadside and small shot, and then sprung his luff and stood off to give way to the second, who also coming as near did the like, and then gave place to the third, who having given the like salute made way for the admiral; the Kingsfisher very warmly answering them with her great and small shot. The Turk very resolutely laid them on board upon the quarter and discharged his broadside with a volley of small shot. Here captain Kempthorn was wounded in the hand, and at the same time part of his Belly taken away with a cannon bullet, of which, in a few minutes after, he died, to the great trouble of the whole ship's company, who could not but be concerned at the loss of so brave a commander.”

*See the Life of Wrenn, p. 380.*

to serve on board the Harwich. On the 15th of September 1678, he was again promoted to be a commander, as captain of the Europa hired ship of war; and was removed into another hired ship of war, called the Loyal Subject, on the 12th of December following.

LLOYD, Charles,—was made captain of the Roe-buck in 1673, and in the course of the same year was removed into the Fox sloop.

LUCAS, John,—commanded the Hawk ketch in 1673.

MACKLY, John,—was, at the same time, made commander of the Bonetta sloop.

NICHOLSON, John,—was made captain of the Lizard sloop on the 21st of June 1673; and was recommissioned to the same vessel on the 17th of December following.

NODEN, Hugh,—commanded a vessel called the Little Dogger in 1673.

NORWOOD, John,—was, at the same time, captain of the Hart dogger.

ORCHARD, William,—in the year 1673, commanded, in succession, the Dolphin, the Hound, and the Holmes.

PAINTER, Richard,—was, in the same year, appointed to the Hester fireship.

PERRY, Joseph,—was taken, by prince Rupert, at the time he hoisted his flag as commander-in-chief of the fleet in 1673, to be second lieutenant on board his own ship, the Royal Charles. When his highness removed into the Sovereign, in consequence of the damage his former ship had sustained in the first two actions in that year with the Dutch fleet, he took Mr. Perry with him and promoted him to be his first lieutenant. Mr. Perry's behaviour still continued so satisfactory to the prince, that he soon afterwards advanced him still farther, to be second captain of the Royal Charles. This is the latest account we have of him.

PERRYMAN, Joseph,—was appointed, early in the year 1673, to command the Chatham sloop; and was, on the 12th of December in the same year, removed into the William dogger.

PHILLIPS, Morgan,—was captain of the Fox shallop in 1673.

PIKE,

**PIKE, John**,—on the 19th of September 1673, was made commander of the John of Dover.

**PORTEN, Robert**,—was, in 1672, appointed third lieutenant of sir Robert Holmes's flag ship, the Saint Michael; and was advanced from that station to be captain of the Vulture in the following year.

**POWELL, Walter**,—commanded the Cutter sloop early in 1673, by commission from prince Rupert the commander-in-chief. He was soon after superceded by captain Harris, and retired altogether from the service.

**PRATT, Matthew**,—was, on the 17th of December 1673, appointed to the command of the Peterman dogger.

**PRIESTMAN, Henry**.—His first commission was that appointing him second lieutenant of the Antelope in 1672. On the 8th of August in the following year he was promoted to the command of the Richmond. The early part of his service has nothing more memorable in it than what is common to all sea officers, a mere list of removals and appointments. For a space of fifteen years the English nation was at peace with all nations, except the piratical states on the coast of Barbary; and the power of acquiring fame, even in that part of the world, by brilliant exploits, was confined to individuals: these also were indebted to fortune for the opportunity, the prize of exploit being drawn only by a few. On the 25th of June 1675, he was removed into the Lark, and sent on the Mediterranean station, where he continued, some short intervals only excepted, upwards of ten years. On the 11th of January 1677-8, he was appointed to the Swan; and the 7th of April following removed into the Antelope. On the 12th of July 1681, he was appointed to the Reserve; and on the 19th of May 1683, to the Bonadventure. Soon after this time he was left commodore and commander-in-chief of the ships and vessels in the Streights\*. He continued there till some time after

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\* He was prevented, by sickness, from improving the only opportunity which appears ever to have offered itself to him of signalising himself as a commander, in any other respect than by his prudent care and attention to the trust which was reposed in him. The opportunity alluded to was, in the attack of some Salletine corsairs, off Marmora, in the month of June 1685. The Bonadventure was, at that time, commanded by Mr. Fairborne, as will be hereafter seen in his life.

the accession of James the Second, and just before the revolution was appointed to the command of the Hampton Court. It is very evident he was known to be strongly attached to those principles which caused that event, as he was appointed very early, in the year 1689, to succeed sir William Booth, as comptroller of the storekeepers accounts, an office he held till the 5th of June in the following year, when he was named one of the commissioners for executing the office of lord high admiral.

He seems either to have considered himself, or to have been thought by others, better calculated for this office, than for the more laborious, though not more consequential, duties of a naval command; for he does not appear to have been invested with any, even of the most trivial kind, after the accession of William the Third. He continued to hold his station, through eight different commissions, till the second of June 1699, at which time, on the earl of Orford's quitting the office of first commissioner, almost a total change took place at the admiralty board, in which, with others; Mr. Priestman was involved. A circumstance happened in the month of April, which accelerated his removal, as it were, from the public eye: the party which had so long opposed the administration, and whose virulence at last effected the retirement of the earl of Orford, contrived to draw into part of their accusation against that nobleman the consequence of his attachment and friendship to Mr. Priestman. The earl had been induced, in the month of September 1695, to sign an order for an allowance to him of ten shillings a day, from the date of his commission as commander in chief before Sallee in 1684, over and above his ordinary pay as commander of the *Bonadventure*. This the house of commons thinking unreasonable, and an extravagant misapplication of the public money, it was formed into part of the charge presented in their address to the king, praying him to reform a variety of abuses, which they pointed out as having taken place in the conduct and management of the navy. The king promised to adopt such measures in future as should prevent any similar complaint; and the earl of Orford, with Mr. Priestman and his other friends, took care to put an

end to any repetition of it against them, by voluntarily resigning their offices.

From this time Mr. Priestman lived totally in the retirement of a private gentleman; and as he had not attained either a rank or fortune sufficient to excite the envy of the ambitious, so he had at least the satisfaction of leaving behind him a character void of reproach.

Dying on the 20th of August 1712, he was buried in Westminster-abbey, where an elegant monument has been erected to his memory, bearing the inscription inserted beneath\*.

ROGERS, John,—was made commander of the Unicorn in 1673. He had no other appointment till a war with France was apprehended in 1678, on which account he was, on the 28th of March, made second captain of the Royal Charles, the ship on board which sir John Kempthorne had hoisted his flag two days before, as vice-admiral of the fleet in the Narrow Seas. Every appearance of hostilities vanishing soon afterwards, captain Rogers was, after the flag ships were dismantled, appointed, on the 28th of November in the same year, to command the Henry guardship at Chatham, after which time his name does not occur as having held any naval employment.

ROOKE, Sir George,—was the son of sir William Rooke, knt. a Kentish gentleman of an ancient family. Having discovered an early propensity to the sea, contrary, as it is said, to the wishes of his relations, he entered as a volunteer in the navy, and rendering himself very soon conspicuous as second lieutenant of the London in 1672, and of the Prince in the following year, was, on the 13th of November 1673, at the early age of twenty-three, appointed to the command of the Holmes. Peace with the Dutch taking place almost immediately

\* M. S.

To the memory of Henry Priestman, esq. commander-in-chief  
Of a squadron of ships of war in the reign of king Charles the Second,  
A commissioner of the navy and one of the commissioners  
For executing the office of lord high admiral of  
England in the reign of king William the Third.  
Ob. 20 Aug. 1715. Æt. 65. Hæu prisca fides.

after-



afterwards, we have little \* to commemorate relative to this great and good man till the year of the revolution, at which time he commanded the Deptford, a fourth rate of fifty guns; and although Burnet is (not very honestly perhaps) pleased to take every opportunity of insinuating sir George was little less than a Jacobite, yet, however his heart might, perhaps, have wished the conduct of his then sovereign had been such as would have kept his loyalty inviolate, nothing is more certain than that he most cordially entered into all those measures which the strange and unaccountable conduct of that sovereign had rendered absolutely necessary to the preservation of national liberty.

In the month of April he was detached with a small squadron, by admiral Herbert, to assist the army in the reduction of Ireland, and finding, towards the end of May, the extreme distress to which the town of Londonderry was reduced, resolved to attempt its relief as soon as he could collect a force sufficient for the purpose. On the 8th of June he fell in with the convoy going thither, the troops being under the command of major-general Kirk; but after a consultation held with that general on reconnoitering the harbour, it was decided that the land forces were not sufficient to afford any relief to the place, though the force by sea should be successful. It was therefore resolved to wait for farther reinforcements. These having arrived, and the situation of the place soon afterwards becoming desperate, major-general Kirk sent to advise sir George of it, and at the same time to suggest to him, that the appearance of some farther naval force might probably assist the operation. On this occasion Mr. Rooke proceeded himself with the Deptford and Dartmouth, and having put the last under the general's orders, returned to his larger ships, to prevent any interruption from a foreign naval force. The measures taken by Mr. Rooke

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\* On the 10th of April 1677, he was appointed to the command of the Nonsuch; on the 12th of July 1685, to the Hampshire; and on the 14th of April 1688, to the St. David.

† So that his force now consisted of the Deptford, Antelope, and Swallow, of fifty guns; the Bonaventure and Portland of forty-eight; the Dartmouth of forty; the Greyhound of sixteen; the Kingsfisher ketch, and Henrietta yacht.

to insure the general's success were sufficient. The place, reduced to the last extremity, was relieved, and the enemy, with the utmost precipitation, raised the siege.

Having convoyed the duke of Schomberg from Hylake to Ireland, he sailed for Cork, which he, in all probability, would have made himself master of, notwithstanding it was reputed to be the best fortified port on the island, but that his ships were so foul and ill equipped, that it was necessary for him to return immediately to England. On his arrival he was, (as it is said) at the express recommendation of the earl of Torrington, promoted to be rear-admiral of the red, in which station he served at the unfortunate battle off Beachy-Head, having his flag on board the Dutchess of ninety guns. He was, together with vice-admiral Ashby, examined before the lords commissioners relative to that action, and being himself totally free, even from censure, his evidence, which went entirely to exculpate the earl, must, at least with impartial men, have so much the more weight. His candour on this occasion was, considering the rage of party at that time, thought, by careful men, rather ill-timed: but that opinion was too hastily adopted; such was the general opinion of sir George Rooke's courage, honour, and integrity, that, however contrary his evidence might be to the real wishes of many, no resentment was shown to him by those who, in that day, called themselves friends to the revolution, because, according to the general (and probably ill-founded) opinion, he was of a less violent party. He was immediately after this pitched on to command the convoy destined for the protection of king William to Holland; and, as it is remarked in his memoirs, "*this was so much the more remarkable, as it was the first time of his majesty's going over to Holland since he had been king of England.*" He had the same trust in May following, and on his return joined the fleet under the command of admiral Ruffel\*; but the French taking every possible precaution to avoid an action, the expedition ended without any occurrence worth

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\* About this time he was appointed an extra commissioner of the navy.

commemorating. On the 15th of May 1692\*, Mr. Rooke was promoted to be vice-admiral of the blue, in which station he served on the 19th of the same month in the ever-memorable battle of La Hogue. We probably cannot do greater justice to his merit, than by transcribing the passage relative to the share he had in this engagement from Mr. Rooke's own journal. The account is plain, simple, and unadorned, and is a much more valuable and curious record of that glorious action, than any that has been, or can be framed by the most classical and elegant historian.

“ Extract from a journal in sir George Rooke's own hand-writing.

“ May 19, 1692.—At nine o'clock this morning weighed, and with little wind at W. S. W. stood over for the coast of France in a line of battle all day, and in as good order as possible all night, the Dutch leading the van.

“ At day-break this morning, having little wind westerly, we saw the enemy's fleet about four leagues to windward of us, on which we both drew into a line of battle. At seven the enemy, not above sixty sail, bore down upon us, but there being very little wind it was near eleven o'clock before they began to engage the admiral's squadron and the Dutch. The enemy's number not permitting them to cover the blue, we had the opportunity of gathering to windward of them, and were bearing down upon the rear of their fleet; but it fell quite calm †, with a very thick fog, so that we could not see a ship's length; it continued so till about six in the evening, and then cleared, with very little wind easterly.

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\* This was the very day on which the address was presented to queen Mary, expressive of the loyalty and attachment of the flag-officers and captains of the fleet. The very conspicuous part taken by Mr. Rooke in promoting that address, and he being the very person (as it is generally believed and reported) who was chosen to transmit it to the admiralty, are sufficient proofs of his hearty zeal in the service of his sovereigns.

† This confirms the assertion of admiral Russel, that although the combined fleet so much out-numbered the French, a force hardly equal to theirs could be brought into action with them, owing to calms and other impediments.

Seeing a cloud of smoke rise to the eastward of us, I tacked towards it with the Windfor Castle and the Expedition, and found sir Cloudesley Shovell, the Kent and another frigate at an anchor, firing their stern-chases at Monf. Tourville, his vice-admiral, and one of their seconds, whom they engaged sharply for about an hour, when they cut from their anchors, and stood away to the westward. We followed them all night. At noon Cape Barfleur bore S.W. about twelve leagues.

“ 20.—This morning, at four o'clock, the wind sprung up pretty fresh at E. and E. S. E. with foggy weather. We steered away to the westward, with a pressed sail. About ten o'clock it cleared up, and we saw the enemy to leeward of us. At noon it fell little wind, and shifted westerly, with which we plied after the enemy till five o'clock in the afternoon. The tide being done, we came to an anchor in forty fathom water, Cape La Hague bearing W. S. W. five leagues, as the enemy did to windward.

“ 21.—At one o'clock this morning weighed, and with the wind fresh at S.W. plied to windward till seven. We came to anchor in forty fathom water, the isle of Alderney bearing S. S. W. four leagues off. The enemy came too in the race, but fifteen of them could not ride, but drove away to leeward of us. At ten the admiral made the signal to cut, which we did, and gave chase to them. We drove a vice-admiral and two other ships into Cherburg-bay; twelve more got into the Hague, of which one overset; at ten at night we came to an anchor before the place in twelve fathom water.

“ 22.—The admiral, who came to an anchor last night in the Offing, weighed this morning, and turned into the bay. We looked in upon the enemy, but the tide and day being too far spent to make any attempt upon them, we came to an anchor again before the place, the admiral ordering sir Cloudesley Shovell in the Kent, with a squadron of third-rates, small frigates, and fireships, to try if he could burn them. The next day we had the wind at N.W. and N. by W.

“ Sir Cloudesley Shovell being ill, I asked the admiral leave to go upon the service of burning the ships, which he granted me. I immediately went on board the Eagle, hoisted

hoisted my flag, and after giving the necessary orders to the captains of the ships\* and the officers of the boats, I weighed, and run into the Hogue, and anchored in six fathom water. After battering the ships and the forts about an hour, I sent the boats and a fireship on board them, and burnt six capital ships, with their stores and provisions: the tide being too far spent, I did not think it necessary to attempt any thing more that night.

“ 24.—This morning I ordered a squadron of small frigates to work up and batter the inner fort, close under which lay five capital ships and a frigate; after which I ordered two fireships in, but before they got to them our boats got on board them, and set them on fire, and as the water arose, the wind being at E. S. E. and S. E. I thought it feasible to put the fireships into the harbour, with the transport ships, and accordingly ordered it, but they being long coming in, the water pinched, and they ran a-ground, where I directed them to be burnt; but we went in with our boats, and burnt some of the transport ships, and brought others out, after which we weighed, and plied out to the fleet. I returned on board the Neptune, and hoisted my flag again.”

It is reported (but with some appearance of uncertainty) in the printed memoirs of his life †, that king William, in token of his regard to admiral Rooke's gallantry on this occasion, settled on him a pension of 1000l. a year. Although the loose manner in which it is mentioned in those memoirs do not justify a positive assertion of the fact, it is certainly highly probable such a mark

|                     |        |                       |       |    |
|---------------------|--------|-----------------------|-------|----|
| * Vesuvius fireship |        | Sandadoes             | - - - | 16 |
| Portsmouth          | - " 32 | Kent                  | - - - | 79 |
| Hawke fireship      |        | Greenwich             | - - - | 54 |
| Hunter fireship     |        | Owner's Love fireship |       |    |
| Charles galley      | - " 32 | Cambridge             | - - - | 79 |
| Chichester          | - " 60 | Deptford              | - - - | 50 |
| Crown               | - " 48 | Stirling Castle       | - - - | 79 |
| Woolwich            | - " 46 | Tyger                 | - - - | 42 |
| Eagle               | - " 70 | Berwick               | - - - | 70 |
| Oxford              | - " 50 | Warspite              | - - - | 70 |
| Swiftsure           | - " 70 | Thomas and Elizabeth  |       |    |
| Greyhound           | - " 16 | Dreadnought           | - - - | 68 |
| Resolution          | - " 60 |                       |       |    |

† And on that authority confidently asserted by Campbell.

of favour might have been bestowed, as William was ever distinguished as the patron of bravery. Soon after the action, Mr. Rooke was detached, together with the Dutch vice-admiral Callemberg, to reconnoitre the coast of France, and to attempt the destruction of any ships of war which, escaping out of the late battle, might have taken refuge in their ports. The report made by him affords a strong proof of the diligence and exertion used on that occasion; he tried, though without success, every possible argument, not forgetting that highest of all incentives, reward, to induce the pilots to carry him in, and the remains of the enemy's shattered force was indebted for its existence merely to the rocks and shoals which environ their harbours. In the ensuing spring the king went to Portsmouth, where dining with admiral Rooke, on board his ship, he conferred on him the honour of knighthood, having a short time before promoted him to be vice-admiral of the white.

In the month of May he was appointed to command the convoy to the Smyrna, Turkey, and other fleets bound to the Streights. As the charge consisted of no less than four hundred sail of merchant ships, so was the squadron destined to accompany them very strong, consisting of the Royal Oak of sixty-four guns, on board which sir George hoisted his flag; the Breda, admiral Hopson, of sixty-two; the Monmouth of fifty-eight, the Lumley Castle of fifty-six, the Monk and Lyon of fifty-two, the Loyal Merchant of fifty, the Princess Ann and Tyger prize of forty-eight, the Woolwich and Newcastle of forty-six, the Chatham of forty-four, and Smyrna Factor of forty; the Sheerness frigate of twenty-eight, and the Lark of sixteen guns; the Salamander bomb, the Dispatch brig, the Vulture and Speedwell fireships, and Muscovy Merchant storeship; together with eight Dutch men of war under vice-admiral Vandergoets. Added to this squadron, the grand fleet, under the command of sir Cloudesly Shovell, sir Ralph Delaval, and admiral Killigrew, saw the convoy fifty leagues to the south-west of Ushant, and all apprehension of danger being then over, returned. The French, wishing to strike a signal blow, that might, in some measure, alleviate the misfortune of the last year at La Hogue, had pitched on Lagos Bay as the rendezvous of their  
Squadrons

squadrons from Brest and the Mediterranean. They lay there, as it were, in ambuscade for their rich and expected prize, it afterwards appearing they had accurate information from their spies in England of its sailing and destination. Had their scheme been executed with the same dexterity with which it was planned, the consequence would certainly have turned out much more fatal than it did; but from some unaccountable dilatoriness in the enemy, and the prudent conduct of sir George, more than three parts in four of the fleet were preserved, nor was a single English man of war taken, and only three of the Dutch, who, to do them justice, behaved with the utmost gallantry, and contributed, by their conduct, not a little to lessen the weight of misfortune by drawing off the attention of the enemy. Having informed himself the following day, as well as circumstances would permit, of the posture of affairs, and being also in want of water, he determined to steer for Madeira, in hopes at the same time of picking up some of the fugitives there, who had escaped the calamity. In this he was disappointed; he found there only the Monk man of war, commanded by captain Fairborn; but having recruited his stock of water, and put his squadron in the best order in his power, he sailed from thence the 27th of June, and arrived in safety at Cork, with the remainder of his charge, on the 3d of August. Grievous as this misfortune was, the most bitter of his enemies have never presumed to charge sir George with the smallest misconduct.

So well convinced was king William of his not being at all blameable on this occasion, that, in the month of February following, he appointed him vice-admiral of the red. In the ensuing April, as a farther testimony (were any such proof yet wanting) of his favour and good opinion, he nominated him one of the commissioners for executing the office of lord high admiral\*, and very soon afterwards promoted him to be admiral of the blue. In the month of May 1695, he commanded the fleet which convoyed king William to Holland, and in the ensuing September was sent admiral of the white, and

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\* An appointment he continued to enjoy till the 26th of January 1709.

commander-in-chief to the Mediterranean, as successor to admiral Ruffel. Having in this station rendered every possible protection to trade, and kept the French, who were more than double his number, completely at bay during the remainder of the year, and part of the next spring, he returned to England, and arrived in the Downs towards the end of April. He was there invested with the chief command of the channel fleet.

Such was the urgency of our affairs at home, that he was obliged to sail the beginning of May with a fleet of sixty-three ships of the line, English and Dutch; but many of the ships were not in a proper condition for service, and most of them very deficient in their complement of men. The object of this expedition was to prevent the Toulon squadron from forming a junction with that of Brest, but was frustrated by its having been effected ten days before sir George could even reach Ushant. During his cruize, which was protracted as long as possible, as well in hopes of falling in with some of the squadrons or ships of the enemy that had been detached, as the consideration of the advantage of blocking up their principal force in Brest, and rendering our commercial navigation secure, sir George received several reinforcements, so that by the 20th the whole fleet consisted of one hundred and fifteen sail of English and Dutch ships, eighty-five of which were of the line of battle. With this force, however, he was compelled by the westerly winds to return to Torbay on the 23d. On the 29th of the same month he was summoned to attend his duty at the board as commissioner of the admiralty, on which occasion he left the command of the fleet to lord Berkley.

Before sir George quitted the fleet, he had received information from the captain of the Mercury, one of his light vessels, that upwards of seventy French ships of war were at that time lying in Camaret bay, and on his arrival in town proposed both to the board of admiralty and the duke of Shrewsbury, at that time secretary of state, a plan for destroying them. It might naturally have been supposed, any proposal coming not only from a commander of such eminence, but from one who had, by his gallantry and success at La Hogue, practically proved the probability of success in enterprizes of that sort, would  
have



have been attended to and adopted. Strange, however, as it may appear, the reception it met with was cold, and the execution of it delayed so long, that at last the advanced season of the year rendered it necessary to lay it totally aside.

In the beginning of the year 1697, sir George was again appointed commander-in-chief of the fleet; but, from the caution of the French, the bad equipment and condition of his own fleet, and the probable approach of peace, the negotiations for which were already begun at Ryswic, the summer passed over, as usual, without a battle. One circumstance is, however, to be commemorated, as affording a notable example \* of sir George's prudence, penetration, and firmness; and it is remarkable no notice whatever is taken either in his memoirs, or by Lediard, of this event. Campbell does greater justice to his memory, and relates the story at length. Retired from the bustle and tumult of war, sir George did not sink into the obscurity of private life; for in the next year, 1698, king William having called a new parliament, he was chosen representative for Portsmouth, and displayed on all occasions as steady an adherence † to the interests of his country in the senate, as he had before done in his profession of arms.

The year 1700 exhibits sir George in a new character. A confederacy being entered into between the czar of Muscovy and the kings of Denmark and Poland to

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\* He fell in with a fleet of Swedish merchantmen on the coast of France, and, rightly judging them loaded with French property, captured the whole. The nation disapproved, and the Swedes blustered; but the admiral was firm, and through his penetration the whole of this iniquitous scheme was laid open. The property proved to be totally French, and that this contraband trade, so injurious to the faith of nations and the interest of Britain, had been long carried on under the covert of Swedish passes and a nominal foreign commander. In time they were all condemned as lawful prizes. May other neutral nations read this event, and profit by the misfortunes of their neighbours!

† It is evident this was the opinion entertained of him by king William; for notwithstanding sir George might differ from the then ministry in his ideas of the principles of government, and however (generally speaking) he might oppose their measures, that monarch constantly and peremptorily resisted every application to him urging sir George's removal.—What stronger proof can be required of a man's integrity and genuine patriotism, than the favour of the sovereign whose friends he opposed?

oppress, and even annihilate the power of the young king of Sweden, sir George was pitched on by king William to command the fleet destined to act in conjunction with the Dutch, and compel the confederated powers to agree to a fair and equitable peace. Sir George rendered himself on this occasion as conspicuous in the character of a politician as he had formerly done in that of a warrior. While, on one hand, he displayed the greatest firmness and resolution in maintaining the dignity of his country, and enforcing the resolutions of his sovereign to procure an equitable peace for the Swedes; so, on the other, did he compel the Swedes to accept of the peace concluded at Travendahl, without suffering their restless and impetuous monarch to make any use of the force under his command towards his own farther aggrandization. In the spring of the year 1701 sir George was, on the prospect of a war with France, appointed admiral and commander-in-chief of the fleet; but hostilities not taking place, our naval operations ended in a cruize from Spithead to Scilly. The following year he was re-elected in the new parliament as representative for Portsmouth, and gave so singular a proof of the steadiness of his principles, that although the act is itself totally unconnected with naval matters, it may not perhaps be deemed impertinent to relate it here.

Notwithstanding every effort \* was made by the court party to win sir George over, among other persons of consequence, to vote for sir Thomas Littleton as speaker, yet disdainng to act in *obedience* to ministers in his political conduct merely because he was in the service of his sovereign, he strenuously and successfully opposed the object of their choice, merely because he thought it militated against the true interest of his country †. This offence, so heinous to those who at that time called

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\* It is positively asserted that the king himself condescended personally to solicit sir George's vote on this occasion.

† On the 26th of January 1701-2, Thomas, earl of Pembroke and Montgomery, was declared lord high admiral; sir George consequently lost his seat at the admiralty-board: he did not, however, long continue deprived of this appointment, for he was re-instated in effect in the same office on the 22d of May following, being nominated by prince George of Denmark, then lord high admiral, one of his council in that capacity.

themselves

themselves friends to government, is probably among the chief causes of the torrent of abuse so very liberally bestowed on him by writers of the same party, and by Burnet in particular.

The death of the king, which happened soon after, gave a *temporary* check to the clamour. One of the first acts of queen Anne's reign was that appointing sir George vice-admiral of England, and commander-in-chief of the fleet destined for the expedition against Cadiz. His force, including the squadron dispatched before under the command of sir Stafford Fairborne and rear-admiral Graydon, which afterwards joined sir George off Lisbon, consisted of thirty English and twenty Dutch ships of the line. He sailed from Spithead the 1st of July, and, after a very long passage, anchored in the bay of Bulls on the 12th of August. The troops being landed on the 17th, St. Catherine's fort surrendered on the 22d. But here success deserted them: the irregularities committed by the soldiery drove to despair that enemy, who might otherwise have been glad of an opportunity of surrendering on honourable terms; and the army, which perhaps had never been equal to the undertaking, considering the difficulties they had to encounter, as well as the determined hostile countenance of the Spaniards, was, after some fruitless councils of war, compelled to re-embark\*. On this occasion sir George's enemies were uncommonly active in the propagation of abuse. Burnet, the recorder-maker of the party, has particularly distinguished himself; but it certainly may be fairly made a question of at the present day, now time and reason have annihilated those ridiculous distinctions of parties which then pre-

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\* In a note to Campbell's Lives of the Admirals we have the following observation, which is probably as true a way of accounting for the failure of this expedition as it is concise.—“The truth of the matter was, that the confederates found Cadiz in a much better situation than was expected, themselves worse received than they hoped, and the *general officers* so much divided in their opinions, that a retreat was thought more advisable than any other measure in a council of war. If sir George Rooke, before he put to sea, foresaw any of the difficulties they then met with, few persons at this time of day I believe think such a foresight a discredit to him, either as a statesman or an admiral.”

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veiled, whether the reverend historian's attempt to traduce a brave and able commander reflects most discredit on himself, or honour on the noble person he endeavoured to injure in the tenderest point; his reputation with posterity! On the most arduous and critical occasions, how great must have been the conduct of that man who could reduce his enemies to the disgraceful necessity of adopting such means (the only left them) of exciting a temporary odium by a virulent and unfounded calumny. There is no occasion for any other argument to exonerate sir George from the smallest imputation of neglect or coldness in this expedition, than the resolutions of the general councils of war of sea and land officers, with whom alone \* the execution of the enterprize lay. In that council it was agreed, that "whereas upon consideration that the taking Matagorda was found a work of so much difficulty, and that if the fort was taken, it would not at all facilitate the entrance of the fleet into the Puntal, it was judged impracticable by the land general officers to make an attempt for the reducing of Cadiz with the land forces that were there; that it would be a work of considerable time for a much greater number of troops; and it was resolved, that the army should re-imbark from Rota as soon as possible."—*Sir George Rooke's Memoirs*, p. 82.

Unfortunate as this expedition had hitherto been, its success in the conclusion more than compensated for the want of it in the beginning. Sir George receiving advice †, soon after his quitting Cadiz, that the French admiral, Chateau Renaud, had arrived at Vigo with his Squadron, having the Spanish galleons under his convoy, he hesitated not a moment to attempt the capture of that important place. Fortune favoured the boldness of the undertaking; and as on a former occasion ‡ we thought the best mode of doing justice to the gallantry of this commander was by describing that particular enterprize in his own words, so probably will the same conduct be equally proper in relating the particulars of the present, if possible more glorious, enterprize.

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\* The assistance to be rendered by the fleet being only to be considered in a secondary light.

† From captain Hardy of the Pembroke.

‡ The victory at La Hogue.

“ Extract from Sir George Rooke's Journal.

“ Oct. 12. anno 1702.—At break of day this morning I removed, and hoisted my flag on board the *Somerset*. The wind being at W. S. W. promised a favourable opportunity of attempting the enemy, according to the resolutions of yesterday. His grace the duke of Ormond used great diligence in disembarking the troops, and landing them in a bay on the south shore, about four miles to the eastward of Vigo; he ordered the grenadiers to march under the command of my lord Shannon towards the fort, on the south side of Ronondello. At nine o'clock I made the signal to weigh, which was accordingly done, the line of battle formed, and the ships went in upon the enemy; but falling calm, the van of our line was forced to anchor within shot of the enemy's batteries, as the rest of the ships did in their order. At one o'clock captain Jennings came aboard from vice-admiral Hopson to inform me the passage at the boom was extremely narrow, that both sides were well fortified, and that, in all probability, the first ship that attempted the passage would be lost, and desired I would come on board him and view the place; upon which I immediately went on board him, and the more I looked, the more I liked it; for I saw the passage was half-a-mile wide, so that it was impossible a boom of that length could be of any strength.

I saw the batteries on the larboard-side were open, and not so many guns mounted on the starboard-side as was reported. I saw the enemy had not made a disposition of their ships for a vigorous defence, but that they were in a consternation and confusion, so that I ordered Mr. Hopson and the rest of the officers to execute their orders, and do their duty. At two o'clock in the afternoon vice-admiral Hopson, with the ships next the enemy, slipped their cables, and run in upon them. Mr Hopson, being the headmost ship, run through without a stop; but the rest of the ships of his division stopped, and hung in till they cut their way through; and as soon as they got through the enemy deserted their ships, setting some on fire, and running others on shore.

The *Torbay* was very near being burnt by a fire-ship of the enemy, which would have certainly done the execution had she not blown up. This accident happened

pened by the Torbay's going too far in before the anchored. My orders were, that none of our ships should go within the enemy to board them, as they might then get an opportunity of burning ship for ship, which would have been a better bargain than I intended them; but the fireship blowing up, the fire was extinguished by the exemplary bravery and diligence of captain Leake, his officers and men, and the ship wonderfully preserved. The attack was made with as much spirit and resolution as ever I saw, and the enemy's defence was as mean, except two or three of their ships, who acquitted themselves honourably: Mons. Chateau Renaud did not behave very well, for he hardly fired his guns once before he set his ship on fire, and ran away as fast as he could. What facilitated the reducing the fort on the starboard-side was the good conduct of our forces, who contrived to attack it by land at the same time that our ships poured in their broadsides upon it, between which the enemy was in such a consternation that they surrendered at discretion, in less than a quarter of an hour. I sent a message to his grace the duke of Ormond with my humble opinion, that if he would please to march the forces on to Ronondello, he might probably find a considerable quantity of plate and other rich goods, upon which his grace continued his march thither. Thus ends this glorious day to the eternal honour of her majesty and our country, and with very little loss sustained, tho' some of our ships had like to have come to a misfortune, by the enemy's burning ships driving with the tide of ebb, and an off-shore wind upon ours, so that some of them were forced to cut two or three times from their anchors to save themselves. Had I therefore, as I was advised, run into the Ronondello with the whole squadron, we must have been in a huddle, and in all probability should have burned all together, by which we would have paid too dear for our victory, therefore I do set it down for a maxim and rule without exception in our sea-service, that a huddle is a thing most to be apprehended and avoided.

“ Oct. 13.—At break of day this morning I went up to Ronondello, and gave the necessary order for securing the ships of war and prizes that were afloat, and their stores, as well as for getting off those that lay on shore with any hopes  
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of their being saved; to get out the brass guns of those that were lost, and to preserve the goods of the galleons, as well of those that were ashore as those afloat, from any kind of embezzlement; and that all the plate that could be found in the bottoms of the burnt galleons might be preserved for the use and service of her majesty. I was all the day on this business, and returned late at night aboard, being very much indisposed with sharp symptoms of a fit of the gout."

The loss sustained by the enemy on this occasion was immense: exclusive of the treasure, and other valuable property taken and destroyed, which amounted to upwards of twenty million pieces of eight; the French and Spaniards experienced a destruction of their naval force, exceeded only by the victory at La Hogue. Fifteen ships of the line, according to the custom of that day mounting from fifty-four to seventy-six guns; two ships of forty guns each, three frigates, and \* thirteen galleons, besides many other vessels of inferior note, graced the triumph of the allied powers.

Glorious as this success was, and sufficient as it might be thought by unprejudiced persons to quiet the melancholy ravings of an envious party, the failure of the expedition against Cadiz was not deemed sufficiently compensated for by the glorious enterprise which succeeded it. An enquiry was entered into in the house of lords relative to the conduct of sir George, notwithstanding he had been received with the highest acclamations by the people †, and the greatest respect by his sovereign ‡; but it ended to the utter confusion of his enemies, and the increase, if possible, of his own reputation.

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\* Campbell makes them seventeen.

† He had, during his absence, been again chosen representative in parliament for the town of Portsmouth; and as soon as he came to take his seat in the house of commons, the speaker was directed to return him thanks for the very singular service he had rendered the nation. The speaker's speech on this occasion is curious, and highly complimentary, though not more so than the merits of the person addressed required. It is too long for insertion here, more especially as it has been already given, both in Campbell, and in a short but authentic account of sir George's life, published 1707.

‡ Who, on the 13th of November, caused him to be sworn a member of her privy-council.

It was singular, indeed, his opponents should suffer themselves to be so far blinded by the mist of party-prejudice, as to hazard all future pretensions to candour, by making so ill-founded an attack; an attack which ended so much the more to their disgrace, as sir George, in the course of his defence, took occasion to arraign his instructions very freely, and, as Burnet peevishly expresses himself, "took but little care of a ministry, which (according to the bishop's account) had taken so much of him." This is ever the event of party-disputes of this nature: if the person accused is able to vindicate his own character, by shewing the fault, if any, to have arisen from the impropriety of his instructions, the charge instantly takes a new ground; the public delinquent is metamorphosed into a private one; the crime of misconduct is shifted to the sin of ingratitude, for having so basely deserted those who had *ever been* his friends.

Early in the month of April 1704, sir George was again ordered to take upon him the chief command of the fleet. He had projected an enterprise, which, if he had possessed the means of carrying into execution according to his first intention, would, in all probability, have been successful.

He proposed the fleet should rendezvous early, and sail immediately for the bay of Biscay, where, in all probability, it might be possible to surprise, and either to take or destroy such of the enemy's ships as might be then at Rochfort or Port Louis. By the middle of April he had collected eighteen ships of the line; and nothing can more strongly prove his honest zeal for the service of his country, than his earnestly pressing, as he did, for permission to sail with this very inconsiderable force, without waiting for the junction of the Dutch, who, according to their usual practice, were extremely dilatory in putting to sea. That proposal was not at first assented to: soon afterwards a severe fit of the gout compelled him actually to desire to resign the command; he fortunately recovered, in a small degree, before this request was complied with, and, though in a very weak infirm state, put to sea immediately.

Campbell very properly observes, "this conduct does not appear like that of a man who had not the success  
of



of the expedition much at heart; for, *though some men trifled with the affairs of their country, yet certainly no man, who had common sense, ever played the fool with his own health and safety.*"

On the 22d of June sir George returned with the fleet to St. Helen's, without having been able to effect any service worth commemorating, farther than that of protecting our commerce by confining the enemy in port. His antagonists, not content with this passive kind of exploit, again took occasion to reprobate his conduct; and because he was compelled to go immediately to Bath for the recovery of his health from a severe fit of the gout; they scrupled not to assert that his indisposition was fictitious, occasioned *merely by his dismissal from command*. The fallacy of the assertion in both instances quickly became apparent, sir George perfectly recovering his health by a timely attention to it, and being continued in his high station, as no one could more worthily fill it.

Early in the year 1704, sir George was chosen to command the Squadron destined to convoy to Lisbon Charles III. who was supported by Britain in his claim to the throne of Spain. The ships began to rendezvous at Portsmouth early in the month of February; and the king shewing the utmost impatience to proceed to his destined port, the admiral exhibited a wonderful instance of attachment to the wishes of his noble passenger, by offering to proceed even with the small force then collected, without waiting for the Dutch, provided the reinforcement to be sent after him was put under the orders of sir Cloudesley Shovel. If ever we insisted, or even supposed, for a moment, that any particular set of political principles could influence the conduct of a British officer, or bias him in the smallest degree from what he on all occasions thought the true and genuine interests of his country; here is a complete refutation of that supposition.—If there *is* any such thing as party, no man can deny that the worthy person pitched upon by sir George as his supporter on the present occasion, was the *idol* of those who professed what were called different principles, and had been in the uniform habit of exciting a most pointed personal opposition to him. Let the conduct of this worthy admiral in making his choice, and that of the person so

chosen, be a sufficient proof to every future age, that the ridiculous distinctions of parties exist only in the brains of narrow-minded politicians, who leave us just room to suspect the sterling value of *their* honour by their attempts to debase that of others, and sink it to their own standard.

Sir George's proposal being accepted, he sailed from St. Helen's on the 12th of February\*, and, after a very prosperous voyage, arrived safe at Lisbon on the 25th of the same month. The admiral's advice on this occasion has been most deservedly applauded, and is, as has been elsewhere remarked, a very distinguished proof of his zeal for the service of his country and the interest of its allies. The disadvantages he laboured under by putting to sea with so small a force, the danger he ran of encountering a superior enemy, and the loss of his own future reputation, the certain consequence of disaster, were all disregarded when put in competition with the public advantages. Charles the Third was truly sensible of his merit, and rewarded it with his most cordial esteem.

On his arrival at Lisbon a punctilio arose, which, under a less able and prudent commander than himself, might at least have impeded the common cause; but  
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\* He had sailed once before, but had been compelled to put back in a violent gale of wind.

† A dispute whether the English flag should not be struck as soon as the king of Portugal came on board, and continue so till the two kings reached the shore. This was the request of the king of Portugal. The admiral replied, "that while his catholic majesty (the king of Spain) continued on board, he might order the flag to be struck whenever he pleased; but that as soon as *he quitted the ship*, the supreme command resting with the admiral, he was obliged to execute his commission by hoisting his flag;"—a conduct which sufficiently asserted the honour and consequence of the English flag, without offending either of the sovereigns.

Previous to his sailing on this expedition, queen Anne wrote Sir George the following letter, for the communication of which we are much indebted to vice-admiral Buckner.

" St. James's, Jan. 22, 1704.

" You having represented that the king of Spain seemed desirous, upon the first change of the wind, to make the best of his way to Lisbon with such clean ships as shall be in readiness for the service; and this matter requiring the greatest secrecy, I think it proper to  
give

it quickly ended in the proposition made by the admiral himself. The business being thus amicably terminated, a squadron of seventeen ships, which were afterwards increased to twenty-two, were detached to cruise off Cape Spartell. On the 9th of March sir George himself put to sea with the remainder of his force, and returning to Lisbon, after a month's cruise, without meeting the enemy\*, he there found orders from England to sail for the Streights, for the relief of Villa Franca and Nice. His promised reinforcement was not yet arrived, and Charles the Third was extremely pressing that sir George should escort the fleet destined for the invasion of Catalonia.

From this multitude of difficulties our admiral extricated himself with the greatest adroitness. Obeying the dictates of his natural zeal, he declared to the prince of Hesse D'Armstadt, Charles's general, his willingness to convoy to Barcelona the force intended for the attack of that city. The troops being accordingly embarked, the whole fleet reached its destination on the 18th of May. The land force, which did not consist of more than two thousand men, being landed on the following day, and found by their own general perfectly inadequate to so great an undertaking, he himself first proposed their re-embarkation. This account, short as it is, must, in the eyes of every impartial person, be sufficient to exculpate the admiral from the smallest misconduct; yet such has been the malice of Burnet, that he has taken more than common pains to persuade the world the failure of the expedition was entirely owing to sir George, who peremptorily refused to continue before the place longer than three days †.

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give you orders in my own hand to pay the same obedience to the king of Spain as to the time and manner of his setting sail, and as to the number of ships which shall be in readiness to attend him, as you would do to myself. I am

your very affectionate friend,

ANNE R."

\* The detachment first sent out under the orders of rear-admiral Dilkes captured two Spanish galleons, mounting sixty guns each; for the particulars of which success, see his Life, Vol. II.

† Campbell has, on this very occasion, given as a note an extract from a speech made by the duke of Argyle, which is so honourable

On the 21st of May he sailed for the Islands of Hieres with the fleet, which was, in some degree, dispersed in a gale of wind it encountered on its passage thither: it had, in great measure, re-assembled on the 27th, when he got sight of a squadron of French ships of war, which it was resolved, in a council of war\*, to chase, and, if possible, cut off from Toulon. It was moreover agreed, if this should prove impracticable, to sail for Lisbon, and wait for the expected reinforcement under Shovel, as no doubt was entertained but that the ships they were then in sight of were the Brest squadron, which, if it should unfortunately effect a junction with the ships in Toulon, would render the longer continuance of the English admiral in the Mediterranean, with his very small force, extremely hazardous, and most probably fatal.

This resolution was carried into execution in consequence of the escape of the French into Toulon; and sir George had the good fortune, on the 16th of June, two days after he had passed the Streights, to meet off Cape Lagos sir Cloudesley, who was sent to reinforce him with thirty-three ships of the line of battle. On receiving this very formidable addition to his force, the admiral immediately called a council of war, to debate what enterprize they should undertake that would be most injurious to the enemy, and honourable to the cause of the allies. Many exploits, more particularly a second

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an exculpation of sir George's character, that we cannot resist the temptation of re-inserting it here.—“As for what has been mentioned in relation to admiral Rooke, we know, my lords, the history from which it was taken: it is a story of bishop Burnet's in his History of his own Times; and those who have sat in this house with that prelate, must know he was a very credulous weak man. I remember him, my lords, in this house; and I likewise remember that my lord Halifax, my lord Somers, and his other friends in the house, were always in a terror when he rose up to speak, lest he should injure their cause by some blunder. With regard to what he says about admiral Rooke, I know I have heard it from those that were present, that the greatest part of it is a downright lie. The bishop, it is well known, was no friend to that admiral, and therefore he easily gave credit, as he generally did in like cases, to every malicious story he heard of him.”—Hist. and Proceed. of the House of Lords, Vol. VII. p. 575.

\* Without which sanction hardly any thing was ever undertaken by the commanders-in-chief in those days.

attack

attack on Cadiz, were proposed and abandoned, not only for want of a sufficient land force to co-operate with the navy, but also because the admiral was restrained by his instructions from attempting any thing without the joint consent of the kings of Spain and Portugal, which, as they seldom agreed in any point, was extremely difficult to obtain, and proved a most serious impediment to the service.

Sir George, however, being conscious of the murmurs that would be excited by the inactivity of so formidable a fleet, resolved at last to attempt some exploit that should at least exonerate him from such an odium. The attack of Gibraltar was the measure resolved on in council, and, as it is well known to all, performed with the greatest success; so that we scarcely know which most to admire, the ability which planned, or the vigour which executed it. The author of his memoirs observes, "it was agreed, on all hands, that the town was extremely strong; and had an hundred guns moun'ed, all facing the sea and the two narrow passages to the land, and was well supplied with ammunition; and nobody but our brave seamen, under the prudent direction of such an admiral, could have mastered it, since fifty men might have defended those works against thousands. It is to sir George Rooke, and his tritons, that we are beholden for our first footing in Spain, and for laying the foundation of our subsequent advantages in that kingdom, let the malice of insidious and unreasonable men suggest what it will to the contrary."

This exploit was atchieved with such inconsiderable loss, that it would not be well credited, had it happened at a period so remote that it were possible to draw over it the beautiful veil of historic doubt, which on *some* occasions is so much admired. To the capture of this important fortress succeeded a naval transaction, which may be considered as having eclipsed even the most important of those occurrences in which Rooke bore so distinguished a part. This event was the battle of Malaga. It required no ordinary share of ingenuity to depreciate the valour and conduct of sir George; yet an unfortunate comparison, made by his friends, between this action and the battle of Blenheim, fought by the duke of Marlborough about the same time, accomplished every thing that his

enemies could have wished. Indifferent persons consider not the conduct of a commander; they regard only the quantum of his success, and though the bravery of the admiral will certainly bear the strictest comparison with that of the general, yet as the victory of the former was unattended by those splendid trophies which graced those of the other, it sunk in merit with the populace, in proportion as the other rose in what was deemed national profit. The cannon, the prisoners, the military chest taken by the duke, were ridiculously weighed against the flight of the count de Tholouse, and found deficient. The enemies of Rooke continued invidiously to call for those proofs of triumph which fortune only, and not conduct, denied, till the people of England were almost convinced their fleet had been defeated, because that of their enemies had not been annihilated.

The account given of this action, by the admiral, has been so repeatedly transcribed by historians as to render it improper to insert it: we shall, however, supply the deficiency by a relation of it much more curious; a relation extracted from sir George Rooke's own Journal, which, besides the circumstance of its being hitherto less known to the world, must be considered more interesting, as it contains many particulars that are not published in the detail already given to the world, and because remarks and observations, made on the instant of an event, bear a greater probability of conveying to us facts, in their genuine state, than does a relation deliberately written, though with the intervention of a few days only.

Ext. sir G. Rooke's Journal, Aug. 13, 1704.

“ This morning we were within three leagues of the enemy, who brought-to with their heads to the southward and formed their line, the wind still continuing easterly. We steered down upon them until ten o'clock, or half an hour past, when, being at little more than a musket shot distance, I was forced to make the signal and begin the battle; the enemy setting their sails, and seeming to intend to crowd a-head of our van; the fight was maintained on both sides with great fury, for three hours. Their van then began to give way to ours, as their rear did afterwards. But several of our ships, as well of mine as the rear-admiral of the red and white divisions, were forced to

to go out of the line, some being disabled, but most for want of shot, so that the body of their fleet fell very heavy upon my ship, the *St. George*, *Shrewsbury* and *Eagle*, the last of which towed out of the line also, for want of shot, two hours before night, so that we were much shattered and disabled. The enemy's line consisted of fifty-two ships and twenty-four galleys; their ships, most of them, were large. Their line was formed very strong in the centre, and weaker in the front and rear, this defect they endeavoured to supply by their galleys, which were, most of them, posted in those quarters,

“ It has been the sharpest day's service that ever I saw; and what was most extraordinary, every officer in the fleet performed their duty without the least umbrage or reflection: and I never observed the true English spirit more apparent in our seamen than on this occasion. The engagement lasted till about seven o'clock, when the enemy bore away and left us. Most of the masts and yards in the fleet were wounded to an irreparable degree. The captains slain were, sir And. Lake and — Cow. Those wounded, viz. captains Baker, Myngs, Jumper, Mighells, and Kirkton. Many lieutenants and warrant officers slain and wounded, of whom I have not yet got a particular account. Sir Cloudesly Shovel, and the other flag officers of our front and rear, say, the enemy did not behave themselves well in those quarters. I am sure those in the centre did their duty very gallantly and heartily. We lay by all night repairing our defects.

“ At noon Cape Malaga N. by E. seven leagues.

“ Aug. 14, 1713. This morning the wind backed northerly, and so to the westward. We lay by all night repairing our defects, as did the enemy till the evening, and then they filled and plyed away to the westward. In the evening I called a council of flag officers. I ordered as equal a distribution of shot as I could, to fit the fleet for another day's engagement.

“ At noon Cape Malaga N. by E. nine leagues.

“ 15, This morning, about ten o'clock, we had a small breeze easterly, with which we bore upon the enemy till four o'clock in the afternoon: being within four leagues of them, and being too late to engage before night, I did, by advice of the English flag-officers, bring to with  
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our head to the northward, and lay by all night, and wait a fresh levant.

“ At noon Targa Head S. W. by S. six leagues.

“ 16. This morning not seeing the enemy, or any of their scouts, to leeward of us, we concluded that they were put away to the Streight's mouth, so that we bore away W. and W. by N. till six o'clock in the evening. Being hazy weather, and we not sure of our distance from the land, we brought-to with our heads to the northward, and lay by with a little wind and a great eastern sea all night. This afternoon the Albemarle, a Dutch ship of sixty-four guns, blew up and lost all her men except nine or ten.”

Campbell pays a just and very elegant compliment to Rooke by saying, the skill of the admiral, and the bravery of the officers and seamen under his command, supplied all defects\*, and enabled them to give the French so clear a proof of their superiority over them, in all respects, at sea, that they not only declined renewing the fight at present, but avoided us ever after, and durst not venture a battle on that element during the remainder of the war. It may, therefore, be justly said, the battle of Malaga decided the empire of the sea, and left to the English and Dutch an undisputed claim to the title of *maritime powers*.

Every attempt made by the English to renew the action proved unsuccessful. After keeping the sea some days sir George put into Gibraltar, where, having in some degree refitted his ships, and stored that garrison with all the provisions and ammunition he could spare from his absolute necessities, he made, according to his instructions, the necessary detachment for the Mediterranean service, which he left to sir John Leake. This done he sailed with the remainder, consisting of thirty-four ships of the line and some smaller vessels, on the 24th of August, and arrived at Portsmouth on the 24th of the following month, without having lost a single ship in the course of his long voyage, either by accident or the enemy,

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\* Several of the ships, particularly those of the red squadron who had been employed just before in the attack upon Gibraltar, were obliged to bear out of the line for want of shot; for this some of the commanders were brought to a court-martial, which fully justified the necessity by an honourable acquittal.



a circumstance which must be admitted truly singular, when we reflect on the two great events, the capture of Gibraltar and the battle of Malaga, which must ever render it memorable.

His reception by his sovereign was cordial, by the people it was affectionate; yet these marks of public approbation were not sufficient to secure to him a life unpersecuted by those, who, as his merits and favour with the greater part of the nation increased, strove to swell their enmity in the same proportion. The address of the house of commons to the queen, in which Blenheim and Malaga were both treated with the same applause, appeared to have served as an additional incitement to their anger\*: and when they found themselves unable to prove the defeat of the allied fleet, they were obliged to content themselves with saying, *it did little or nothing, and that the conflict at Malaga was, at best, but a drawn battle.*

These repeated marks of inveteracy at length succeeded in alienating the mind of sir George from the service. From this time he exchanged the bustle, the fatigue of so great a command, together with the envy and hatred of his public and avowed enemies, for the calm tranquillity of private life, and the general love and esteem of those who were fortunate enough to know him. It has been observed, that nothing is more difficult to attain, than the character of that man who has been, with different persons, so much the object of love and hatred: that he should have been the former, surprises us not in the smallest degree; but we confess ourselves to have no small difficulty in accounting for the latter.

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\* The following candid though spirited remark is made by Campbell on the conduct of sir George's opponents. "This, and some other addresses of the like nature, alarmed the ministry extremely; and they took so much pains to hinder sir George Rook from receiving the compliments usual upon such successes, that it became visible he must either give way, or a change very speedily happen in administration. At length sir George perceiving that, as he rose in credit with his country, he lost his interest with those at the helm, resolved to retire from public business, and prevent the affairs of the nation from receiving any disturbance upon his account. Such is the effect of party spirit in general; such its dangerous and destructive effects with respect to the welfare of the state."

His conduct in political concerns was not of that impetuous nature likely to betray him into violence; nor were his principles such as ever engaged him in any of those intrigues with the adherents of the banished part of the house of Stuart, for which some of his cotemporaries have been so much censured. His *great* crime appears to have been, according to a quaint and well-known term, that he was a *tory*. The true definition to be given of a delinquent of this kind is singularly curious: it was a person zealously attached to the church, and those principles of government under which the proper authority of kings was ever maintained in the greatest splendor, and most perfect happiness to the people. Continued feuds, dissensions, and tumults ever grew out of those tenets which inculcated a contrary opinion. Pretended patriotism, republicanism, tumult and rebellion, always follow each other as cause and effect.

This was well known to William the Third: he revered the principle, though necessity compelled him to disavow it; he esteemed, he entertained the moderate men of the party, as the choicest supporters of his throne. He was, through the necessity of the times, sometimes obliged to treat those as enemies, whom, according to the dictates of his inclination, he would gladly have ranked among his dearest friends. Happy are the present days when such ridiculous distinctions have ceased; when true patriotism and loyalty are synonymous and indivisible terms, and sovereigns know no other tenets than justice, and the general good!

To that part of sir George Rooke's conduct which more particularly concerns his character as an officer, no person has presumed to object. His prudence, his ability, his bravery stand, we will not say unrivalled, but we can, with the greatest truth, pronounce them unexcelled by the most popular of his cotemporaries. He possessed a wonderful coolness, even in the heat of action, which enabled him to act with that caution necessary to counteract a wary enemy: and though he possessed the fire of Alexander, he took care to temper it with the circumspection of Fabius. His conduct to those whom he was appointed to command was endearing in the highest degree. Ever attentive to their respective merits, he acted as an impartial judge; and, to those who deserved it, as a sincere friend,

friend. All distinction of parties, on such occasions, he despised and spurned: and contemplated a great action with most pleasure when he had it in his power to reward it properly.

To his political integrity he added an honesty not to be corrupted by avarice, or those opportunities of gain which some have not had the firmness to resist. He is reported to have made the following honest and pathetic answer to those who were present at the execution of his will, and expressed their astonishment at the narrowness of his circumstances,—“ *I do not leave much, but what I leave was honestly gotten; it never cost a sailor a tear, or the nation a farthing.*” After this short and just account of his fortune, all praise and panegyric become unnecessary.

He had been grievously afflicted with the gout for some years previous to his death, which, indeed, was principally owing to this distemper, and happened on the 24th of January 1708-9, in the 58th year of his age. He was thrice married, first to Mrs. Howe, daughter of sir Tho. Howe, Bart. of Cold Berwick in the county of Wilts; secondly to Mrs. Mary Lutterel, daughter of colonel Francis Lutterel, of Dunster Castle, Somersetshire. She died in child-bed of her first child in the month of July 1702-3\*. And, lastly, to Miss Catherine Knatchbull, daughter of sir Thomas Knatchbull, of Mersham Hatch, in the county of Kent. He left only one son, George, who was born of the second wife, and became sole heir to his fortune. His executors, from the very commendable desire of perpetuating his memory, erected a very noble monument in Canterbury Cathedral. It was the tribute of friendship, and therefore deserves to be revered: but the fame of this great man shall continue in the page of history when the marble record has mouldered into dust.

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\* On the death of this lady, queen Anne wrote him, with her own hand, the following letter of condolence, which is preserved in the British Museum.

“ I am so concerned for the great affliction which hath befallen you that I cannot forbear letting you know the compassion I have for you. I think you are of so great importance to my service, that if any assurance of my favour can help to support you under it, you may depend upon me.

“ ANNE R.”

The epitaph \* is given by Campbell; but, as it affords a very concise and accurate account of the principal occurrences

\* MS.

GEORGII ROOKE militis,  
 GULIELMI ROOKE militis filii,  
 Angliæ vice-admirali  
 Oh! quantum est historiæ in isto nomine!  
 At quantillum hic titulis potis est enarrare;  
 Profugientibus ex Acie Gallis anno MDCXCII,  
 Ipse apertâ cymbulâ.  
 Immixtus tormentorum globis  
 Imbribusque glandium  
 (Tot Gallis testibus credite posteri)  
 Ultrices primus flammâ aptans,  
 Naves Bellicas XIII, juxta La Hogue combussit  
 Compositis dehinc inter Suevum et Danum  
 Summo consilio, et justitiâ discordiis;  
 Et pacato septentrione, ad meridiem se convertit  
 Iterumque exultâ aut captâ ad Vigonem  
 Totâ Prædiatrice hostium Classe,  
 Atque onerariis immensæ molis argento factis  
 In Patriam feliciter adductis,  
 Opimam prædam, fide integerrimâ  
 In ærarium publicum deportavit.  
 Gibraltariam copiis navalibus  
 Paucioribus horis cepit,  
 Quam postea mensibus irritò conatu  
 Justus obsidebat exercitus.  
 Et eadem fere impressione  
 Instruissimam Galorum classem  
 Inferior multo viribus,  
 Consilio et fortitudine longè superior  
 Non denuo in aciem prodituram, profligavit.  
 Sic { Carolo III, ad solium  
 Hispaniis ad libertatem } Viam aperuit  
 { Europæ ad pacem }  
 His atque aliis exant latis laboribus  
 Heroi Christiano,  
 Ob egregiam in Ecclesiam pietatem  
 Ob fidem Gulielmo magno,  
 Et ANNÆ OPTIMÆ  
 Sanctissimè semper præstitam;  
 Ob nomen Britannicum per terrarum orbem  
 Amplificatum et decoratum;  
 Non titulos superbos  
 Non opes invidiosas,  
 Nec inanes vulgi plausus;

Sed

circumstances of his life, we have inserted it notwithstanding its length, thinking this account would be otherwise incomplete.

SHERWIN, William,—is known only as having commanded the Lilly dogger in 1673.

SMART, Alexander,—was, at the same time, made captain of the Woolwich sloop.

SMITH, William,—served as lieutenant of the Lion in 1667, and in the following year of the Defiance. In 1673 he was promoted to the command of the William dogger.

SUMERS, John,—commanded the Castle fireship in 1673. He had no other appointment till the rupture was expected with France in 1678; in which year he was, on the 30th of April, made second lieutenant of the Royal Catherine.

TAPSON, Richard,—was, on the 15th of September 1670, appointed second lieutenant of the Adventure. On the 9th of August 1673, he was promoted to the command of the Mermaid; and, on the expectation of a war with France in 1678, was, on the 12th of April, appointed captain of the Adventure.

TOSYER, John,—was, on the 31st of January 1673, made lieutenant of the Stavegreen, and soon afterwards promoted to the command of the same ship. He had no other appointment till the 12th of November 1677, when he was made captain of the Hunter. On the 5th of September 1682, he was made commander of the boats at Chatham; and, on the 11th of July 1686, of the Sapphire. He was sent soon afterwards to the Mediterranean, where, in the month of June 1688, he had the good fortune to drive on shore a Salletine corsair that had considerably obstructed our commerce. He returned from this station, with a convoy, in the month of May 1689, some months after the revolution had taken place; and, as we do not find any mention made of him after this time, it is most

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Sed optimæ mentis conscientiam,

Bonorum amorem omnium

Otium in paternis sedibus

Et mortem in Christo concessit Deus.

Obiit XXIV die Januar. anno ætat. suæ LVIII Christi,

MDCCVIII.

probable he died or retired from the service immediately on his return.

WATSON, William,—was, on the 5th of January 1673, made commander of the Buck dogger, and soon afterwards of the Chatham sloop.

WATTS, James,—after having served as lieutenant of the Triumph in 1666, as second lieutenant of the Sovereign in 1672, as second, and soon afterwards first lieutenant of the St. Michael in 1673, was, on the 30th of September in the same year, made commander of the Augustine hired ship of war.

WEYMEYS, John,—commanded the Hare dogger in 1673.

WHITE, Thomas,—was made captain of the Hard Bargain in the same year.

WYE, Richard,—was appointed commander of the Hound sloop in 1673.

YOUNG, Anthony,—was, in the beginning of the year 1673, made second captain of the Royal Charles, on board which ship prince Rupert had hoisted his standard. When his highness removed into the Sovereign captain Young accompanied him thither in the same station; and was soon afterwards promoted, by the prince himself, who appears to have been always his friend, to be commander of the Plymouth. He was immediately employed as a cruiser in the Channel, and had the good fortune to capture, soon afterwards, a large Dutch privateer mounting thirty-six guns.

On the 12th of April 1678, he was appointed commander of the Rainbow; and, on the 26th of May 1679, was removed into the Unicorn: after which time we do not find any mention made of him.

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| Whiteing, William             | 377  | Young, John          | 384  |
|                               |      | Young, Michael       | 188  |
|                               |      | Younger, William     | 188  |

## ERRATA.

- Page 10, line 7 notes, for Mandrake read Marmaduke.  
 11, 9 for Fourth read Third.  
 12, 16 dele been.  
 174-5, dele the life of Perryman, John.  
 313, dele the life of Robert Sumpter.  
 414, 35 for particular enterprife read great undertaking.

END OF THE FIRST VOLUME.

